

# **FY 2004 TRANSPORTATION IMPROVEMENT PROGRAM**

for the

Greater Lafayette Area Transportation  
and Development Study

August 2003

*Amended:*

December 17, 2003

February 18, 2004

March 4, 2004

July 21, 2004

November 5, 2004

Prepared by the

Area Plan Commission of Tippecanoe County

in cooperation with the  
Greater Lafayette Public Transportation Corporation (CityBus)  
Indiana Department of Transportation  
Tippecanoe County  
City of West Lafayette  
Purdue Airport  
and  
City of Lafayette

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**Amendment No. 1:** December 17, 2003

*Requested by:* INDOT

*Projects:* FY 2003 TIP: SR 28 Des # 0201252 and I-65 Des # 0200561  
FY 2004 TIP: SR 26 Des # 0200561; SR 28 Des # 0200561;  
US 52 Des #s 0201210, 0201211, 0300168, 030017;  
US 231 Des # 0300171; Harrison Bridge, Des # 0300806;  
I-65 Des #s 0300233, 0300234, 0300235, 0300236, 0300237, 0012660

*Details:* INDOT anticipated letting for construction the resurfacing of SR 28 and I-65 in December 2003. Since the 2004 INSTIP was not approved by FWHA, both projects were amended into the FY 2003 TIP. INDOT requested the remaining projects be amended into the FY 2004 TIP. Please see the staff report in the Appendix for further details.

**Amendment No. 2:** February 18, 2004

*Requested by:* Staff of the Area Plan Commission, City of Lafayette & Tippecanoe County Highway Department

*Projects:* CR 500N at CR900E;  
South 18<sup>th</sup> and Kossuth Street;  
Tyler Road; and  
Lafayette Linear Park Pilot Project, Phase II

*Details:* The County is seeking Hazard Elimination and Safety Funds, or HES funds, for CR 500N at CR 900E and for Tyler Road. The City of Lafayette and staff of the Area Plan Commission are requesting HES funds for improvements to South 18<sup>th</sup> and Kossuth Street. The fourth request involves updating the funding amounts and project termini for the Lafayette Linear Park Pilot Project, Phase II. Please see the staff report in the Appendix for further details.

**Amendment No. 3:** March 4, 2004

*Requested by:* Staff of the Area Plan Commission

*Projects:* South 18<sup>th</sup> and Kossuth Street; and  
Tyler Road

*Details:* The Indiana Department of Transportation and Federal Highway Administration approved federal funding for the South 18<sup>th</sup> and Kossuth Street and Tyler Road projects. This is an administrative amendment to move the two projects from Exhibit 3 to Exhibit 1.

**Amendment No. 4:** July 21, 2004

*Requested by: INDOT*

*Projects: US 52, Des # 0400598*

*Details: The rehabilitation work entails painting the structural members underneath the bridge deck. INDOT estimates the project to cost \$300,000, eighty percent of which will be coming from STP funds. The project is scheduled to be let for construction August 2004.*

**Amendment No. 5:** November 5, 2005

*Requested by: INDOT*

*Projects: US 231, Des #9700830*

*Details: INDOT requested the amendment to program both federal and state funds to purchase right-of-way. Total cost is estimated at \$3,150,000. The amount of federal funds requested totals \$2,250,000, and the state match is \$630,000. Since these funds and amounts were programmed in the FY 2003 TIP, the amendment was approved administratively. Projects: US 231*

## INTRODUCTION

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The purpose of the Transportation Improvement Program (TIP) is to coordinate the implementation of **all** transportation projects in the Greater Lafayette Metropolitan Area. This includes projects that will be at least partially funded by the U.S. Department of Transportation and those that will be funded solely with local revenue. The time period covered by this report is approximately 5 years: Fiscal Year 2004 through 2008. Each fiscal year begins on July 1st.

This TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation related projects. Projects contained herein originate from any one of the following six implementing agencies:

1. The City of Lafayette
2. The City of West Lafayette
3. Tippecanoe County
4. The Greater Lafayette Public Transportation Corporation
5. The Purdue University Airport
6. The Indiana Department of Transportation

For this TIP, the Five Year Program of Projects proposes an expenditure of over \$92.9 million for locally initiated projects and over \$208.8 million for State initiated projects in FY 2004 through FY 2008. The Federal share for those projects is over \$30.9 million and \$167.0 million respectively. These figures include only those projects that have a phase for which funds are being programmed. The complete five-year Program of Projects listing and location maps are in **Exhibits 1 through 8**. Those local projects listed and shown in **Exhibits 3 and 4** are included for information purposes only. **Exhibit 7** lists those INDOT projects for informational purposes only.

For FY 2004, local jurisdictions requested over \$5.2 million in Surface Transportation Program (STP) funds. This includes \$2.7 million for STP Urban Group II funds, \$0.3 million in STP Rural funds, \$0.1 million in STP Rail funds, \$1.3 million in STP Bridge funds, and \$0.7 million in Enhancement funds (**Exhibit 1 and 3**). The projects' relative ranking for STP Urban Group II and Minimum Guarantee funds are shown in **Exhibit 9**.

Projects are programmed to anticipate future problems and react to ever changing conditions. Some of the projects are in response to anticipated situations documented in the various Long Range Plans while other projects address emerging situations or current problems needing attention. As can be seen, local governments have a well-established direction for at least the next five-year period.

All projects contained in the TIP, except those listed in **Exhibits 3 and 7**, are constrained by the funds available at all levels of government (local, state, and federal). These projects are the most pressing but in no way reflect all the communities' transportation needs. This document is intended to assure that limited funds are expended where the need is greatest.

This report is divided into eight sections. The first section details the public and private participation process. Section two documents the Environment Justice process.

How projects are selected for inclusion into the TIP is the third section. The fourth section is the five-year Program of Projects affecting the metropolitan area. Projects are listed by fiscal year and phase to illustrate when they will occur over the next five years. The fifth section lists all federally funded projects by priority. The next section provides a financial summary and plan. All of the local projects are tabulated by federal revenue sources and expenditures by federal and local funds. This provides a comparison between available funds and those needed. The seventh section covers an analysis of financial capacity for CityBus. A short discussion of the progress on both local and INDOT projects over the past year is covered in the eighth section. A summary of public responses can be found in the **Appendix**.

With passage of TEA 21, all Metropolitan Planning Organizations are required to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This list can be found following Area Improvements from FY 2003 TIP. It has been divided into two lists: local projects and INDOT projects.

## **PUBLIC / PRIVATE PARTICIPATION PROCESS**

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As a requirement of the Transportation Equity Act for the 21st Century (TEA 21), all Metropolitan Planning Organizations must provide reasonable opportunity to comment on the proposed program and the development of the document. This includes providing adequate public notice, providing timely information to various organizations, providing reasonable public access to technical and policy information, and seeking out and considering the needs of those traditionally underserved. The "process" must involve citizens, freight shippers, traffic, safety, enforcement, private transportation providers, representatives of users of public transit, and city officials.

In response to the Act, the Area Plan Commission of Tippecanoe County has developed a proactive participation process. The main source of public input and response is with the Area Plan Commission (APC) and its Advisory Committees. Notification of these meetings and other important information takes place through publication of legal notices, posting notices, and personal contacts. Personal contacts include representatives from the trucking industry, all freight transportation services in the area, railroads, bicycle club, minority groups, local private transportation providers, representatives of users of public transit, and all Citizens Participation Committee members.

As in past years, public as well as other organizations, business and government officials had the opportunity to participate in the development of the Transportation Improvement Program (TIP) through the Area Plan Commission and its three advisory Committees: the Technical Transportation Committee, the Citizens Participation Committee, and the Administrative Committee. These committees are an integral part of the planning process to advise the Area Plan Commission on transportation planning matters. All the advisory committee meetings are open to the public.

The Area Plan Commission of Tippecanoe County is designated by the Governor as the official Metropolitan Planning Organization. The Area Plan Commission is responsible for transportation planning and review of federally assisted projects and review of programs within the Metropolitan Area. The Area Plan Commission holds its meetings regularly on the third Wednesday evening of each month. When reviewing any resolution, and prior to a decision, the public is given the opportunity to express opinions and concerns. In addition, the agenda contains a separate time specifically devoted to the public for comments and grievances. Agendas are posted as provided by law and sent to the media in both preliminary and final form 5 days prior to the meeting.

The Technical Transportation Committee (TTC) draws from the advice and knowledge of various engineers, planners, traffic officers, and transit operators. Members have important responsibilities for designing, operating, and maintaining the transportation system. This group submits its recommendations to the APC on TIP development, project prioritization, and amendments. As with the APC meeting, the public is given an opportunity for input and suggestions. The TTC normally meets on the third afternoon of the Wednesday of each month. Agendas are posted and sent to the media a week prior to the meeting.

The Administrative Committee is comprised of the chief elected officials from the Cities of Lafayette and West Lafayette, and Tippecanoe County. There are also representatives from Railroad Relocation, the Purdue University Airport, INDOT, and CityBus. Members of this Committee ultimately make financial commitments to

implement the TIP projects. Agendas are posted as provided by law and sent to the media a week prior to the meeting.

The Citizens Participation Committee (CPC) receives ideas and comments through representatives of groups from the private sector of the community. These citizens provide a link for disseminating information to nearly 40 organizations in the Greater Lafayette area. Recently the mailing list has been expanded and representatives of fourteen neighborhood associations are also invited. In addition to providing information, the agendas provide a place where group representatives can give feedback on topics from previous meetings. Individuals are encouraged to attend. The meetings are scheduled bimonthly and are held on the 4<sup>th</sup> Tuesday of the month. Agendas are posted and sent to the media a week prior to the meeting.

For this year, information regarding the TIP was presented at two CPC meetings. At the May meeting, the process used to develop the TIP was presented and discussed. Further, the list of local projects and their priorities were presented. State, or INDOT, projects and their priorities were presented to the Committee too. During the July meeting, the draft document was presented and discussed. In the meeting notice letters, members were invited to the Technical Transportation Committee meetings where projects were prioritized. All comments and questions can be found in the **Appendix**.

The Technical Transportation, Administrative, and Citizens Participation Committees all met between the initial contact mailing and the adoption of the TIP. Each Committee was informed about development of the TIP. At each meeting, the general public was asked for input.

Introductory letters were mailed more than 90 days before TIP adoption. The letter included a basic introduction, what will be included in the TIP, and how and why projects are prioritized. As an additional opportunity to provide information and receive comments, the letter included the location, time, and date of the next Citizens Participation Committee meeting and a contact name, address, fax, and phone number of a contact person.

The second letter went out before the May Technical Transportation Committee meeting. The letter gave the time and date when those local and INDOT projects seeking federal funds were to be prioritized. They were also given two lists: one contained all the local projects and the other INDOT projects. Once again, a contact name and phone number were included if they had any questions or concerns.

A third letter was sent stating that the draft document has been completed. It further stated that copies are available upon request. The date, time, and location was given when the Area Plan Commission would discuss and possibly adopt the TIP. A contact name, phone number, and address was once again given.

Three legal notices were published in two local newspapers concerning the development, project lists, prioritization, and adoption of the TIP. The first notice announced that a TIP was being developed, when the Citizens Participation Committee would review the list of projects and priorities, and that the Technical Transportation Committee would prioritize those projects requesting federal funds. The second notice stated when the Technical Transportation Committee would review and prioritize both local and INDOT projects and that the lists of projects were available. The third notice stated when the Area Plan Commission would discuss the TIP and act on its adoption. All three notices provided those who were interested in the TIP an opportunity to inspect the draft TIP and any pertaining material.

The public participation process included posting public notices at various places: both City Halls, the County Office Building, West Lafayette Community Center, Tippecanoe County Senior Center, Riehle Plaza, and the Tippecanoe County Public Library. A notice was also posted at the CityBus administrative building. The first notice was posted early in the development of the TIP and it provided general information regarding the TIP, the need to prioritize projects requesting federal funds, and when the Citizens Committee would review and discuss the TIP and proposed projects. The second notice stated when and where the Technical Transportation Committee would review and prioritize projects. Finally the third notice was posted before the TIP was considered and adopted by the Area Plan Commission.

In addition to the committee inputs, had there been significant differences between public comments received and the draft TIP, an additional public meeting would have been held. During the development process, several comments and questions were received. They can be found in the **Appendix**.

Pursuant to the October 22, 1984 and the January 14, 1989 Federal Register concerning Private Enterprise Participation in the Federal Transit Program, this MPO has instituted a process that encourages the participation of private enterprises in planning and programming of the plans and programs funded under the Transportation Equity Act for the 21<sup>st</sup> Century. The process incorporates an early notice to private transportation providers of proposed transit service by the public sector as well as an opportunity to review and comment, if desired, on the local TIP prior to Technical and Policy Committee adoption. This process was initiated with the review of the FY 1986 TIP.

While the TIP is being developed, a list is compiled of private transportation providers in the community. The list is generated from the agencies' ongoing clipping files, telephone directory, and the "Polk City Directory." A personal contact is then made to ensure that the operator: 1) is still in business, 2) that we have the correct address and name of the general manager or owner, and 3) that they do in fact have the facilities and provide transportation services. Several contacts were made notifying them that the Area Plan Commission was developing the TIP, when projects were prioritized, and when the TIP would be adopted. They were also provided the list of local and INDOT projects.

In the initial years of this review procedure, it generated some interest from the providers. Shortly thereafter, interest declined to only a few responses and then to none. There were no responses received this year.

## ENVIRONMENTAL JUSTICE

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A new emphasis that this Plan includes is Environmental Justice. Environmental Justice further amplifies and strengthens Title VI. It assures that minorities and persons of low income are considered in developing this Plan. Further, improvements that are proposed in this Plan must not disproportionately impact them.

Environmental Justice encompasses three principles. The first is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. The second is to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. The third is to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Specific steps were developed with each addressing a specific goal. Submitted projects are compared to those identified in the 2025 Transportation Plan. If a project is shown in the Transportation Plan and the Plan indicates that it may have an impact, the project is then specifically listed here in the TIP. Those projects that are not in the Transportation Plan go through the macro, and possible micro, review. Those found that may have an impact are listed here in the TIP too.

To assure full participation, the method chosen follows the suggestion in the US DOT manual: Public Involvement Techniques for Transportation Decision-Making. It recommends using community organizations and groups as a means to communicate to individuals. Our Citizens Participation Committee comprises some of these organizations and groups. Others that are not were sent notification letters. Finally, the projects listed here in the TIP are phased based on engineering need and financing.

### *Projects with Findings*

#### *Local Projects:*

Tapawingo Extension,  
Tapawingo North,  
Kalberer Road,  
McCarty Lane Extension, and  
Cumberland Extension

#### *INDOT Projects:*

US 231 from SR 26 to US 52  
US 52 at Norfolk Southern railroad crossing – New Bridge Construction

## **PROJECT SELECTION PROCESS**

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The project selection process begins in February after all local governments and eligible agencies submit their multi-year project lists. Shortly thereafter notification begins. Project identification, selection, and review procedures are as follows:

1. Projects are submitted by participants in the transportation planning process.
2. The transit portion is endorsed by the Board of Directors of CityBus.
3. An introductory notice is given which includes mailing contact letters, posting public notices, and publishing legal ads in two local newspapers.
4. Projects are reviewed and assembled by the MPO staff
5. A second notice is given announcing when and where the Technical Transportation Committee will review and prioritize local and INDOT projects. The lists of local and INDOT projects are included in the letter.
6. Those LPA projects are prioritized and financially constrained by the Technical Transportation Committee. INDOT projects are only prioritized.
7. Local and INDOT projects, priorities, and TIP development are presented and discussed with the members of the Citizens Participation Committee.
8. The Administrative Committee reviews and endorses the recommended priorities by the Technical Transportation Committee.
9. The draft TIP is reviewed and endorsed by the Technical Transportation Committee.
10. The draft TIP is forwarded to INDOT, FHWA and FTA for their review.
11. A third public notice is given. It states that a draft document has been developed and includes the data and time when the Area Plan Commission will review and possibly adopt the TIP. The notice also gives the date and time when the Citizens Participation Committee will review the draft document.
12. The draft TIP is presented to the Citizens Participation Committee.
13. The draft TIP is reviewed and endorsed by the Administrative Committee.
14. The Area Plan Commission reviews and approves the TIP by Resolution.
15. If the final TIP differs significantly from the one made available for public comment, an additional opportunity for public comment is made available.
16. The adopted TIP is then submitted to: INDOT, FHWA, FTA and the Local participating agencies.

The Area Plan Commission, at its August 20, 2003 meeting, endorsed the FY 2004 Transportation Improvement Program with the concurrence of the CityBus Board of Directors May 28, 2003 for the transit portion. The APC, TTC, AC, CPC, and Board of Directors meetings were held as open forums. Notification to news media, posting notices and agendas all occurred in advance of these meetings.

## THE FIVE YEAR PROGRAM OF PROJECTS

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The five-year Program of Projects is required to include all projects requesting financial assistance from the US Department of Transportation. Most of the projects listed in this section have programmed State and/or Federal assistance within the five-year TIP. It is the product of the "Process" discussed in the previous section. The format used also includes all significant non-federally funded projects, whether state or locally initiated. Non-financially constrained projects, both local and State, are also shown, but in separate exhibits. They are shown for informational purposes only. Thus the TIP provides an overall reference of upcoming projects.

All local projects can be found in **Exhibits 1** and **3** with their locations shown in **Exhibits 2** and **4**. **Exhibits 5** through **8** list and show all State projects. A summary of the funding sources for the locally initiated projects in and around the urban area is found in **Exhibits 11** through **13**. Projects requesting Surface Transportation Program Urban Group II and Minimum Guarantee funds and their amounts are listed by their relative ranking in **Exhibit 9**.

The five-year Program of Projects presently contemplates a total transportation budget of over \$301.7 million for the five-year period. In FY 2004, both local and INDOT projects total over \$43.5 million for the Metropolitan Area. The U.S. Department of Transportation's share of the cost is over \$17.8 million. Locally initiated projects account for over \$7.0 million, with state projects accounting for over \$10.8 million. The individual costs for Federal, State, and local funds can be found in **Exhibits 1, 3, 5, and 7**.

In January of 1992, the CityBus Board of Directors approved and adopted an Americans with Disabilities Implementation Plan. That plan was updated and approved in January of 1993, 1994, and February 1995. On August 14, 1995, the FTA reduced the reporting requirements for those systems that were in compliance. Systems only had to submit a one-page plan update and hold a public hearing. Then on October 29, 1996, FTA issued additional guidelines. As the memo states "From now on, transit systems in compliance with the six ADA paratransit service criteria are not required to submit plan updates or hold annual hearings." Transit systems will submit a self-certification annually as part of their annual certification. The operating assistance being requested in the FY 2004 TIP will be used to continue the paratransit service.

## ***Key to Abbreviations***

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**AC** - Administrative Committee

**ADA** - American's with Disabilities Act

**AMP** - Airport Master Plan

**APC** - Area Plan Commission of Tippecanoe County

**AVL** - Advanced Location System

**COIT** - County Option Income Tax

**CPC** – Citizens Participation Committee

**DES NO** - Designation Number, these are project numbers for use by the Indiana Department of Transportation and the Federal Highway Administration.

**FEDERAL SHARE (FED)** - Is the amount of funds the USDOT will match for the project.

**FFY** - Federal Fiscal Year. The Federal Fiscal year begins on October 1<sup>st</sup>.

**FHWA** - Federal Highway Administration

**FUND TYPE** - This identifies the source of funding.

**FTA** - Federal Transit Administration

**FY or Fiscal Year** that the project is programmed. The State fiscal year is used and for FY 1998 it is from July 1st, 1997 to June 30th, 1998.

**GLPTC** - Greater Lafayette Public Transportation Corporation (now CityBus)

**IDEM** - Indiana Department of Environmental Management

**INDOT** - Indiana Department of Transportation

**ISTEA** - Intermodal Surface Transportation and Efficiency Act of 1991.

**KB&S** - Kankakee Beaverville & Southern Railroad

**LOCATION & PROJECT TYPE** - Specifies the project, where it is located, its general termini, and a short description of the project. More complete project information can be obtained from the FA-3 form.

**LPA** - Local Public Agency. Local government body (i.e. City of Lafayette, West Lafayette, or Tippecanoe County)

**MG** - Minimum Guarantee Funds

**MPO** - Metropolitan Planning Organization

**NS** - Norfolk Southern Railroad

**PHASE (PH)** - Road projects are broken down into implementation stages. The definition of the stages and the abbreviations are as follows:

**PE or Preliminary Engineering** is the initial phase of a project and includes planning, environmental, engineering, and design activities.

**RW or Right-of-Way** is the next phase (if needed) and involves obtaining the necessary land for the project. Federal funds shown may be used for right-of-way engineering too.

**CN or Construction** is the final implementation stage where the anticipated work is carried out. Federal funds shown may be used for construction engineering too.

In addition to road projects, projects proposed by the Purdue University Airport and Transit Systems must be programmed in the TIP. They include:

**OP or Operating Assistance**  
**CA or Capital Assistance**  
**EQ or Equipment**

**PMTF** - Public Mass Transportation Funds. These funds are generated through revenues raised from the State sales tax.

**STP FUNDS** - Surface Transportation Program Funds. These funds are dedicated in the Transportation Equity Act for the 21<sup>st</sup> Century. STP funding is divided into several different categories. Each category specifies where and how they can be spent. Several categories include: **Urban, Rural, Rail, Enhancement, and Bridge.**

**TCCA** - Tippecanoe County Council on Aging

**TDP** - Transit Development Plan

**TEA 21** - Transportation Equity Act for the 21st Century

**TFP** - Thoroughfare Plan

**TIF** - Tax Increment Financing

**TIP** - Transportation Improvement Program

**TP** - Transportation Plan for 2015

**TTC** - Technical Transportation Committee

**UAL** - Urban Area Limit

**USDOT** - United States Department of Transportation

## ***Funding Codes***

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### **Federal Funds:**

04M - Interstate Maintenance  
33A - STP: Optional Safety Program  
33B - STP: Transportation Enhancement  
33D - STP: Any Area  
33E - STP: Rural  
33M - STP: Rail - Highway Protection Safety  
33N - STP: Rail - Crossing Safety  
33P - STP: Hazard Elimination  
33T - STP: Any Area, 100% Federal Funding  
3AA - STP: > 50,000 < 200,000  
3AC - STP: > 50,000 < 200,000 Safety  
34C - Minimum Guarantee: >50,000 < 200,000  
34D - Minimum Guarantee: Rural  
117 - Bridge Replacement Off System  
118 - Bridge Replacement Funds  
MG - Minimum Guarantee  
315 - National Highway  
906 - State Funds  
AIP - Airport Improvement Program  
S9O - Operating Assistance Grant, Section 5307 (formally Section 9) FTA Funds  
S9C - Capital Assistance Grant, Section 5307 (formally Section 9) FTA Funds  
S3C - Capital Assistance Grant, Section 5309 (formally Section 3) FTA Funds  
S16 - Section 16 Capital funds.  
RR - Railroad Demonstration (697)  
DE - Funds from the 1987 Transportation Act (307)  
DPM - Priority Intermodal Funds / Section 1108 of ISTEA (368)  
NCPD - National Corridor Planning and Development Program Funds (Section 1118)  
SIP - Safety Improvement Program  
STP - Federal Funds not Specified  
IBRC - Innovative Bridge Research and Construction Program

### **Local Funds:**

L1 - County Option Income Tax  
L2 - Cumulative Bridge Funds  
L3 - Cumulative Capital Funds  
L4 - Economic Development Income Tax  
L5 - General Funds  
L6 - Greater Lafayette Community Foundation  
L7 - General Obligation Bonds  
L8 - Industrial Rail Service Funds  
L9 - Local Road and Street Funds  
L10 - Local Property Tax  
L11 - Revenue Bond Funds  
L13 - Tax Increment Financing  
L14 - Developer Escrow Account  
L15 - Purdue University Funds  
L16 - Motor Vehicle Highway Account  
L17 - Local Funds Not Specified  
L18 - Fares, Passes, Tokens

## Exhibit 1

### Local Projects – FY 2004 through 2008

PROJECT LOCATION & DESCRIPTION	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
1. <b>Farabee Drive / Kossuth Street</b> SR 26 to US 52 Road Reconstruction & Widening	PE RWW CN	L13	0	2,500	2,500	x				
2. <b>South 9th Street</b> Twyckenham Blvd. to CR 300S Road Reconstruction & Widening	PE RW CN	L13 L13 L13	0 0 0	324 80 1,626	324 80 1,626	x x		x		
3. <b>South 9th Street</b> CR 300S to CR 350S Road Reconstruction & Widening	PE RW CN	L2,13 L2,13 L2,13	0 0 0	300 80 1,700	300 80 1,700	x x			x	
4. <b>Brady Lane</b> 18th Street to US 52 Road Reconstruction & Widening	PE RW CN	L2,13	0	5,000	5,000	x				
5. <b>Greenbush Street</b> US 52 to Creasy Lane Road Reconstruction & Widening	PE RW CN	L4,13	0	4,000	4,000	x				
6. <b>Tapawingo North, #0300597</b> Howard Ave. to Tapawingo Dr. New Road Construction	PE RW CN	3AA,MG,L4,13 3AA,MG,L4,13 3AA,MG,L4,13	120 2,080 1,280	30 520 320	150 2,600 1,600	x		x		x
7. <b>Tapawingo Extension, # 0200099</b> S. River Road to State Street New Road Construction	PE RW CN	3AA,MG,L4,5	960	240	1,200	x				
8. <b>Kalberer Road, # 0101173</b> Laporte to Soldiers Home Rd. Road Reconstruction & Widening	PE RW CN	3AA,MG,L4,5	960	240	1,200	x				
9. <b>McCarty Lane Extension</b> CR 550E to SR 26/CR 675E New Road Construction	PE RW CN	33E,L2,,9,13 33E,L2,4,9,13	300 4,800	75 1,200	375 6,000	x		x		
10. <b>CR 100W / 140W</b> CR 350N to CR 500N Road Realignment / New Surface	PE RW CN	L4,9 L4,9 L4,9	0 0 0	170 230 1,900	170 230 1,900	x x			x	
11. <b>CR 200N</b> Klondike Road to McCormick Road Reconstruction / Widening	PE RW CN	L4,9 L4,9 L4,9	0 0 0	225 140 2,600	225 140 2,600	x		x		x

NOTE: all funding amounts are shown in thousands of dollars

PROJECT, LOCATION & DESCRIPTION	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
12. <b>Cumberland Road Extension</b> <b>Des # 0300593 &amp; 0300595</b> CR 300W to Existing Road New Road Construction	PE RW CN	3AA,MG,L4,9 3AA,MG,L4,9 3AA,MG,L4,9	120 160 960	30 40 240	150 200 1,200	x x x				
13. <b>CR 550E</b> SR 26 to McCarty Lane Road Reconstruction	PE RW CN	L4	0	1,200	1,200	x				
14. <b>Lilly Road Bridge (#U0209)</b> <b>Des # 0100365</b> Replace Bridge and Approaches	PE RW CN	118,L2	736	184	920	x				
15. <b>McCormick Road</b> Cherry Lane to Lindberg Road Road Reconstruction / Widening	PE RW CN	L4,9 L4,9 L4,9	0 0 0	130 90 1,600	130 90 1,600	x x x				
16. <b>CR 900E Bridge (#138)</b> <b>Des # 0201093</b> Bridge over North Fork Wildcat Cr. Bridge Rehabilitation	PE CN	IBRC,L2 Group IV fund	620	155	755			x		
17. <b>CR 650N</b> CR 75E to SR 43 Road Reconstruction / Resurfacing	PE RW CN	L9	0	800	800	x				
18. <b>South River Road</b> CR 500W to CR 300W Road Widening / Resurfacing	PE RW CN	L2,9	0	2,000	2,000	x				
19. <b>South River Road</b> CR300W to Relocated US 231 Road Widening / Resurfacing	PE RW CN	L2,9 L2,9 L2,9	0 0 0	93 120 800	93 120 800	x x x				
20. <b>NS RR Crossing - CR 625E</b> Upgrade Active Warning Devices AAR# 484278P	PE RW CN	33M,33N,L9 33M,33N,L9	3.6 136	0.4 15	4 151	x x				
21. <b>Apron Pavement Rehabilitation</b>	CN	AIP,L15	703	78	782	x				
22. <b>Snow Removal Equipment</b>	EQ	AIP, L15	360	20	400		x			
23. <b>Ramp Reconstruction</b>	CN	AIP, L15	540	30	600		x			
24. <b>Non-federal Radar Acquisition</b>	EQ	AIP, L15	900	50	1,000			x		
25. <b>GA Taxiways &amp; Hangar</b>	CN	AIP, L15	3,915	1,367	5,500				x	
26. <b>Engineering for new Terminal</b>	EN	AIP, L15	315	17	350					x

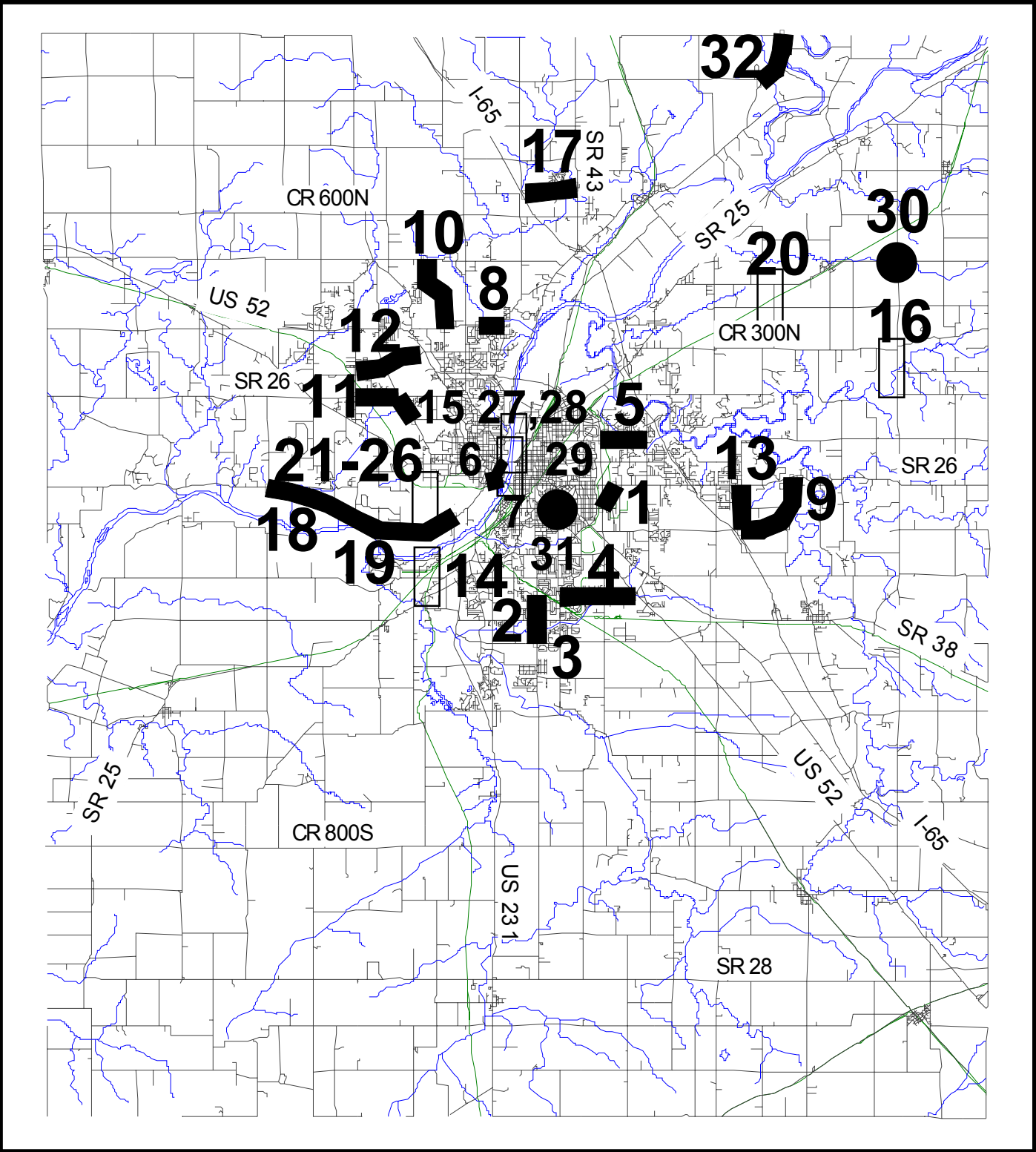
NOTE: all funding amounts are shown in thousands of dollars

PROJECT, LOCATION & DESCRIPTION	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
27. <b>Operating Assistance</b>	OP	S9O,L1,3,10	1,000	3,517	6,128	x				
			1,326	3,681	6,496		x			
			1,365	3,851	6,885			x		
			1,406	4,030	7,298				x	
			1,449	4,218	7,736					x
28. <b>Capital Assistance (Sec 5307)</b>	CA	S9C,L3	811.8	202.9	1,014	x				
			173.6	43.4	217		x			
			173.6	43.4	217			x		
29. <b>Transit Exhibit &amp; Landscaping Des # 0089350 Enhancement Grant</b>	PE									
	RW									
	CN	STP	115	29	144	x				
30. <b>CR 500N at CR 900E Safety Project</b>	PE									
	RW									
	CN	HES	16	0	16	x				
31. <b>South 18<sup>th</sup> Street At Kossuth Street Safety Project</b>	PE									
	RW									
	CN	HES	586	0	586	x				
32. <b>Tyler Road CR 900N to North County Line Rd. Safety Project</b>	PE									
	RW									
	CN	HES	445	0	445	x				
<b>TOTAL</b>			28,835	52,175	90,027					

NOTE: all funding amounts are shown in thousands of dollars

**Exhibit 2**

**Location of Local Projects, FY 2004 – 2008**



### Exhibit 3

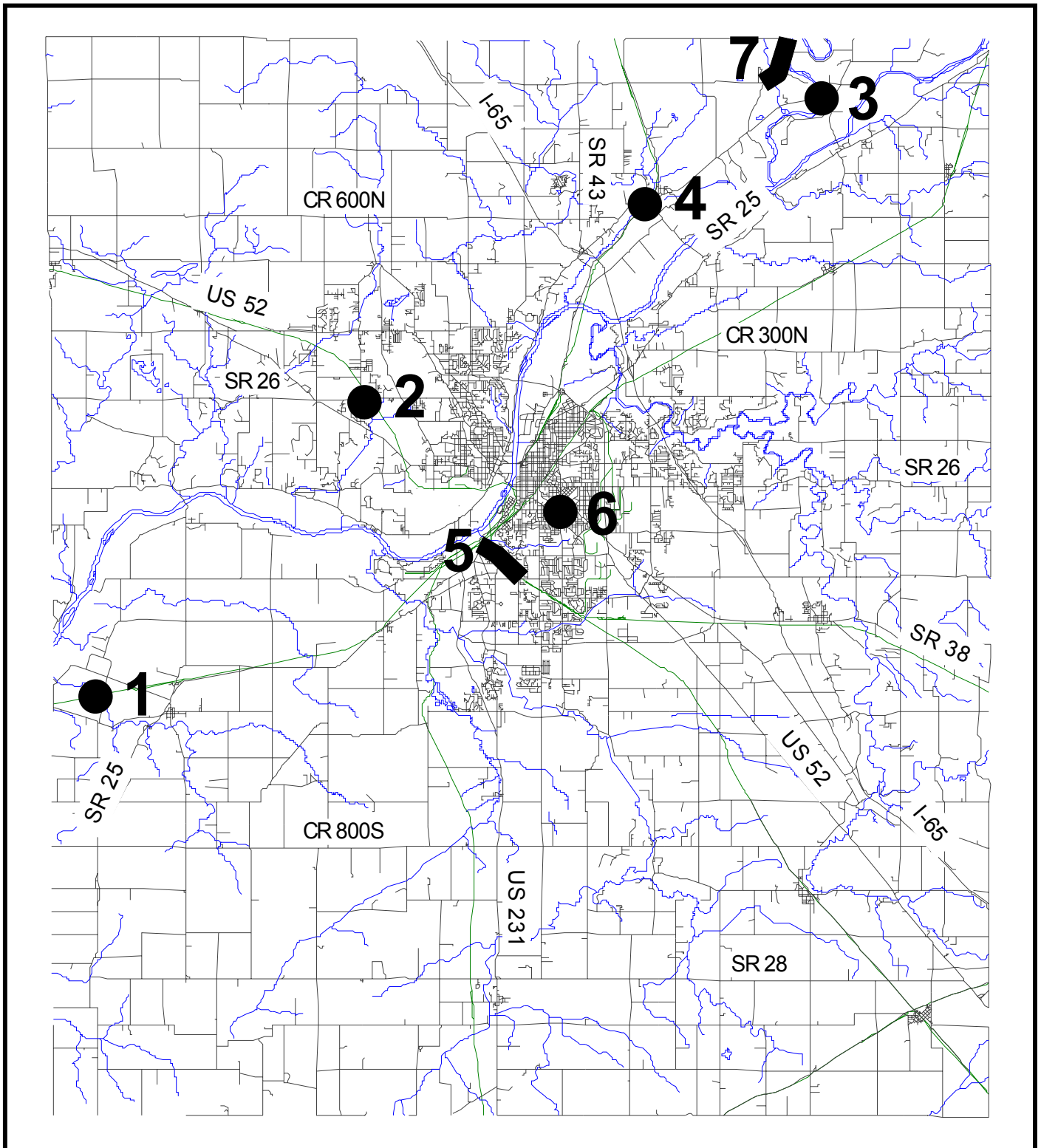
#### Local Projects – FY 2004 through FY 2008 Federal Funding has not been awarded to the projects

PROJECT LOCATION & DESCRIPTION	PH	Fund Code	Federa Funds	Local Fund s	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
1. <b>NS RR Crossing – Burton Road</b> Upgrade Active Warning Devices AAR484324N	PE	33M,33N,L9	3.6	0.4	4	x				
	RW									
	CN	33M,33N,L9	136	15	151	x				
2. <b>KB&amp;S RR Crossing – CR 200N</b> Upgrade Active Warning Devices AAR474832B	PE	33M,33N,L9	3.6	0.4	4	x				
	RW									
	CN	33M,33N,L9	136	15	151	x				
3. <b>Hog Point Bridge (#151)</b> Replace Bridge & Approaches	PE									
	RW									
	CN	118,L2	1,816	454	2,270			x		
4. <b>Railroad Street, 0200770</b> At SR 225 Intersection Improvement	PE									
	RW									
	CN	STP	460	115	575				x	
5. <b>Linear Park Pilot Project – Phase II</b> Beck Lane to Wabash Ave. & 9 <sup>th</sup> to 18 <sup>th</sup> St. Enhancement Grant	PE									
	RW									
	CN	33B, L13	860	215	1,075	x				
<b>TOTAL</b>			3,415.2	814.8	4,230					

NOTE: all funding amounts are shown in thousands of dollars

## Exhibit 4

### Location of Local Projects Shown for Informational Purposes Only



## Exhibit 5

### Fiscally Constrained State Projects – FY 2004 through 2006

Amounts shown in italics are not fiscally constrained and shown for informational purposes only.

Location & Description	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
1. <b>SR 25, Des # 9802920</b> I-65 to US 421 (Hoosier Heartland) New Road Construction	PE RW CN	NHS NHS NHS	928 1,622 63,463	232 406 15,866	1,160 2,028 79,329	x <i>Plans to R/W: No Date</i> <i>Ready for Contract: 4/'07</i>				
2. <b>SR 25, Des # 0101064</b> at CR 575W, 400S & 500W Intersection Improvement	PE RW CN		0	581	581		x			
3. <b>SR 25, Des # 0200004</b> 3.77 Mi north of SR 225 Small Structure Replacement	PE RW CN	NHS NHS NHS	6 160 200	2 40 50	8 200 250		x <i>Plans to R/W: 2/'06</i> <i>Ready for Contract: 4/'08</i>			
4. <b>SR 26, Des # 9134885 (Note 1)</b> I-65 to .3 Mi east of CR 550E Added Travel Lanes (CR 500E Relocation, 0200656 )	PE RW CN	NHS 3AA/MG	6,471 612	1,618 128	8,089 640 *6		x			
5. <b>SR 26, Des # 9801040</b> at CR 300W & CR 500W Sight Distance Correction	PE RW CN	STP STP	208 1,400	52 350	260 1,750	x <i>Ready for Contract: 12/'04</i>				
6. <b>SR 26, Des # 0012950 (Note 2)</b> 1.12 to 4.71 Mi east of I-65 Road Replacement <i>Added Travel Lanes recommended by APC 2025 Transportation Plan</i>	PE RW CN	NHS NHS NHS	200 40 9,600	50 10 2,400	250 50 12,000	x <i>Plans to R/W: No Date</i> <i>Ready for Contract: 2/'07</i>				
7. <b>SR 26, Des # 0100427</b> at CR 200N, 400W, & Jackson H. Intersection Improvements	PE RW CN	STP STP	60 600	15 150	75 750		x <i>Ready for Contract: 1/'07</i>			
8. <b>SR 26, Des # 0201252</b> Tippecanoe/Warren Co. Line Intersection Improvement	PE RW CN		13.6	3.4	17	x				
9. <b>SR 28, Des # 9608850</b> 1.76 Mi east of SR 25 Small Structure Replacement	PE RW CN	STP	366	91	457		x			
10. <b>SR 28, Des # 0200561</b> .03 Mi E of US 41 to SR 25 Road Resurfacing	PE RW CN		1,200	300	1,500	x				
11. <b>SR 38, Des # 9608690</b> at CR 900E Intersection Improvement	PE RW CN	STP	654	164	818	x				
12. <b>SR 38, Des # 9802490</b> 0.45 to 1.35 Mi east of I-65 Road Replacement	PE RW CN	STP STP	200 2,160	50 540	250 2,700	x <i>Ready for Contact: 1/05</i>				
13. <b>SR 43, Des # 8572190 (Note 3)</b> I-65 to 1.93 Mi north of I-65 Added Travel Lanes	PE RW CN	STP	6,918	1,729	8,647		x			

NOTE: all funding amounts are shown in thousands of dollars

PROJECT, LOCATION & DESCRIPTION	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
14. <b>SR 43, Des # 9608780</b> 3.28 Mi north of SR 26 Small Structure Replacement	PE RW CN	STP	269	67	336	x				
15. <b>SR 43, Des # 0012940</b> SR 225 to SR 18 Road Replacement <i>Added Travel Lanes recommended by APC 2025 Transportation Plan</i>	PE RW CN	STP STP STP	80 40 2,240	20 10 560	100 50 2,800		x		x	Ready for Contract: 2/'07
16. <b>US 52, Des # 9900510</b> Norfolk Southern RR Crossing Grade Separation/New Bridge	PE RW CN	STP STP	560 4,186	140 1,046	700 5,233	x				Ready for Contract: 10/'05
17. <b>US 52, Des # 0201175</b> at Hunter Road Additional Left Turn Lane	PE RW CN	State	0	150	150	x				
18. <b>US 52, Des # 0201210</b> Eastbound bridge over CSX RR Bridge Rehabilitation	PE RW CN		504	126	630				x	
19. <b>US 52, Des # 0201210</b> Westbound bridge over CSX RR Bridge Rehabilitation	PE RW CN		504	126	630				x	
20. <b>US 52, Des # 0300168</b> at Wabash National Traffic Maintenance	PE RW CN		32	8	40	x				
21. <b>US 52, Des # 0300170</b> at SR 38 Traffic Maintenance	PE RW CN		40	10	50	x				
22. <b>I-65, Des # 9802780 (Note 7)</b> at SR 26 Interchange Modification	PE RW CN	IM IM IM	304 160 4,352	76 40 1,088	380 200 5,440	x		x		Ready for Contract: 7/'06
23. <b>I-65, Des # 0012660</b> Wabash River Bridge Bridge Rehabilitation	PE RW CN	IM IM	261 4,680	29 520	290 5,200	x x				
24. <b>I-65, Des # 0066620</b> Bridge over Wildcat Creek Bridge Rehabilitation	PE RW CN	IM	923	102	1,025			x		
25. <b>I-65, Des # 0100293</b> Bridge over Lauramie Creek Bridge Rehabilitation	PE RW CN	IM	117	13	130			x		
26. <b>I-65, Des # 0100308 (Note 4)</b> Bridge over SR 38 & NS RR Bridge Rehabilitations	PE RW CN	IM	2,580	288	2,868			x		
27. <b>I-65, Des # 0100309</b> Bridge over SR 26 Bridge Rehabilitation	PE RW CN	IM	117	13	130			x		
28. <b>I-65, Des # 0201019</b> Wabash River to 2.5 Mi north SR43 Interstate Resurfacing	PE RW CN	IM	2,845	316	3,161	x				

NOTE: all funding amounts are shown in thousands of dollars

PROJECT, LOCATION & DESCRIPTION	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
29. <b>US 231, Des # 9700830 (Note 5)</b> north of Wabash River to SR 26 New Road Construction <b>(Widen S. Intramural, 0300374)</b>	PE RW CN	NHS NHS 3AA/MG Purdue	2,520 18,467 447	630 4,617 543 310	3,150 23,084 1,300	x		x		
30. <b>US 231, Des # 9801740</b> 4.88 Mi north of SR 28 Bridge Replacement	PE RW CN	NHS	720	180	900		x			
31. <b>US 231, Des # 0201188</b> From 3 Mi S. of SR 25 to SR 25 New Guard Rail Attenuators	PE RW CN	State	0	30	30		x			
32. <b>US 231, Des # 0300171</b> at Purdue Pedestrian Crossing Traffic Maintenance	PE RW CN		6	1.5	7.5	x				
33. <b>US 231, Des # 0300175</b> at Stadium Avenue Signal New or Modernized	PE RW CN	State	0	150	150	x				
34. <b>US 231, Des # 0300431</b> SR 26 to US 52 New Road Construction	PE RW CN	NHS NHS NHS	520 5,376 5,520	130 1,344 1,380	650 6,720 6,900	x	<i>Plans to R/W: No Date Ready for Contract: 11/06</i>			
35. <b>12 Acres of Museums Campus Des # 9981310</b> Museums at Prophetstown Enhancement Grant	PE RW CN	STP	384	96	480		x			
36. <b>Wabash Heritage Trail Extension Des # 0101297</b> Through Prophetstown State Park Enhancement Grant	PE RW CN	STP	1,000	250	1,250				x	
37. <b>Prophetstown Eagle Wing Center Des # 0200981</b> Enhancement Grant	PE RW CN	STP	500	125	625				x	
38. <b>Harrison Bridge, Des # 0300806</b> Bridge over Wabash River Bridge Painting	PE RW CN		480	120	600	x				
39. <b>US 52, Des # 0400598</b> WB bridge over Wabash River Bridge Rehabilitation	PE RW CN	STP	240	60	300					
<b>TOTAL</b>			53,853	13,446	68,568	<i>Includes only financially constrained amounts</i>				

Note 1: other projects included: 973488X. 9711520. 9711530. 993488A. Local federal funds will be used to realign CR 500E

Note 2: other projects included: 9608220

Note 3: other projects included: 8351420. 9700240. 8714885. 9600190. 0200629

Note 4: other projects included: 0100294

Note 5: other projects included: 0100932. 9900831. 9900832. 9900833. 0100933. 000083A. 000083B. 000083C. 000083X.

Local federal funds will be used to widen South Intramural Drive.

Note 6: The \$512,000 is programmed under FY 2003

Note 7: other projects included: 0300233. 0300234. 0300235. 0300236. 0300237

NOTE: all funding amounts are shown in thousands of dollars

## Location of INDOT's Fiscally Constrained Projects



## Exhibit 7

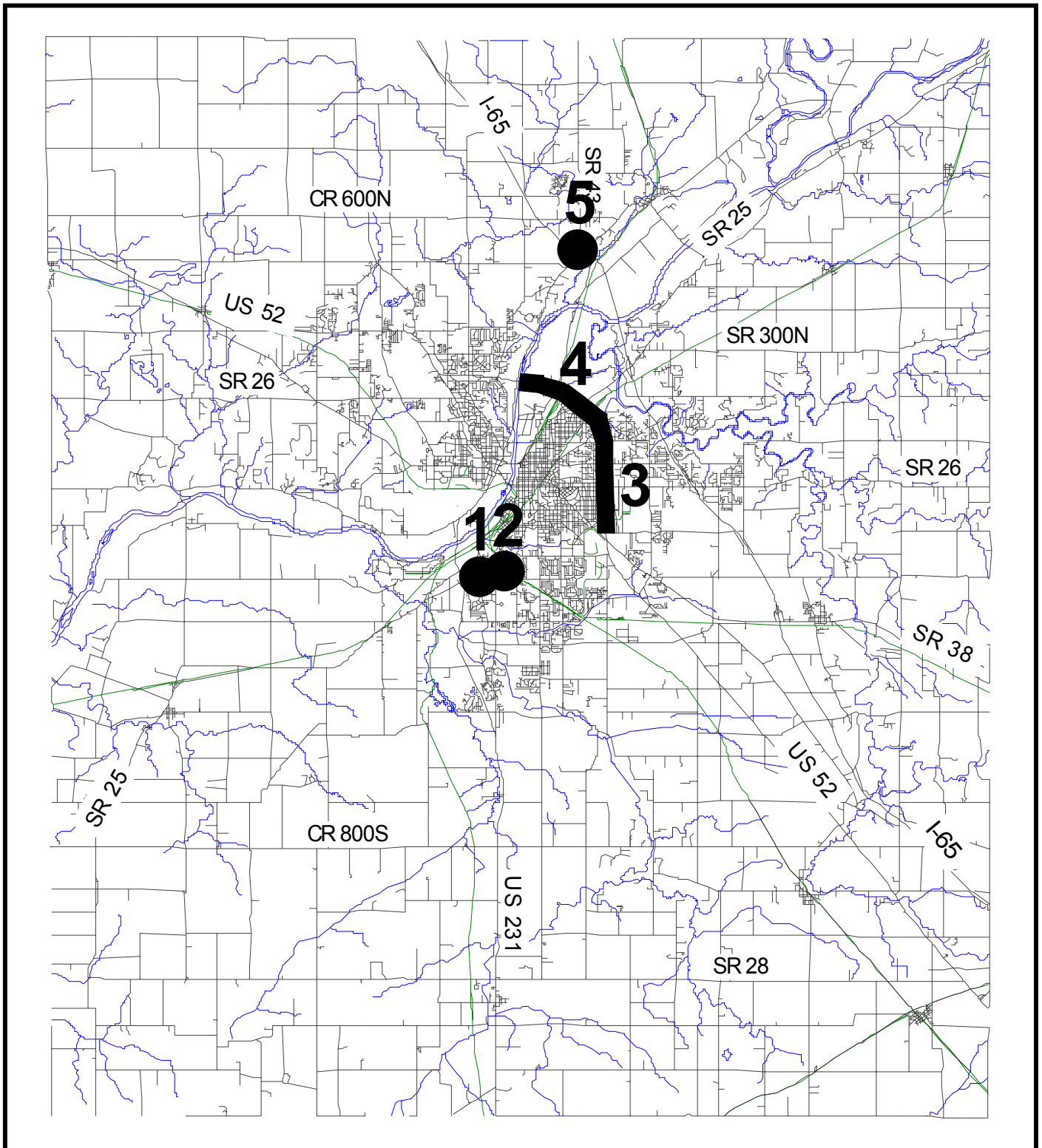
### INDOT Projects Shown for Informational Purposes Only

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
1. <b>SR 25, Des # 9800590</b> at South Beck Lane Intersection Improvement	PE RWW CN	PROJECT SUSPENDED								
2. <b>SR 25, Des # 9800690</b> at Old US 231 Intersection Improvement	PE RW CN	PROJECT SUSPENDED								
3. <b>US 52, Des # 9802510</b> Union Street to McCarty Lane Road Reconstruction	PE RW CN	STP	4,000	1,000	5,000	Ready for Contract: 4/'07				
4. <b>US 52, Des # 0100699</b> Wabash River to Union Street Pavement Replacement	PE RW CN	STP	720	180	900	Engineering Assessment 1/'04				
		STP	7,200	1,800	9,000	Ready for Contract 8/'09				
5. <b>I-65, Des # 9802790</b> at SR 43 Interchange Modification	PE RW CN	IM	2,952	738	3,690	Ready for Contract 8/'05				
TOTAL			14,872	3,718	18,590					

NOTE: all funding amounts are shown in thousands of dollars

## Exhibit 8

### Location of INDOTs Non-Fiscally Constrained Projects



## **PRIORITIZATION OF PROJECTS**

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The Technical Transportation Committee (whose members represent the local units of government and other eligible agencies) reviews submitted requests for federal funds. It is their responsibility to prioritize projects within the limited amount of federal funds. To do so, the following general criteria are used.

1. Projects that were previously programmed, were not funded, but still remain ready to be committed;
2. Projects programmed for construction;
3. Traffic operation or Transportation System Management type improvements;
4. Projects programmed for right-of-way acquisition; and
5. Projects programmed for preliminary engineering.

Following Technical Transportation Committee review, the Administrative Committee reviews recommended priorities. Only after Administrative Committee approval does the Area Plan Commission review the recommended priorities and draft document.

The above general criteria were used to develop the ranking lists in **Exhibits 9 and 10**. Estimated funding levels for STP 3AA Urban Group II and Minimum Guarantee funds were provided by INDOT, Division of Policy and Budget. Details further explaining the estimated level of funding can be found in the Financial Summary and Plan section.

The relative ranking of projects submitted (as shown in **Exhibits 9 and 10**) complies with those instructions. Fiscal Years were not "over programmed" unless local government agencies committed to fund them with additional local money or moved the project back to an available funding year.

### **URBAN STP/MG FUNDING**

From the LPA submittal, four projects requested Urban STP and MG funds. The City of West Lafayette requested funds for Tapawingo Extension, Tapawingo North, and Kalberer Road. Tippecanoe County requested funds for the Cumberland Extension project. The City of Lafayette did not request any federal funds this year. In addition to the four submitted projects, the South Intramural project was reprogrammed for FY 2004.

Looking at FY 2004, West Lafayette requested funds to construct Kalberer Road and Tapawingo Extension. Federal funds were also requested to develop the design and engineering plans for Tapawingo North. The County requested federal funds for preliminary engineering and acquisition of land regarding the Cumberland Extension project. Finally, the South Intramural project was reprogrammed to FY 2004 in order to minimize the loss of federal funds due to the expiration of TEA 21 on September 30, 2003.

On April 16, 2003, the Technical Transportation Committee reviewed and prioritized projects following the criteria listed above. For FY 2004, the highest priority was assigned to the Kalberer Road project. Priorities two and three went to the Tapawingo Extension and South Intramural projects respectfully. The Committee assigned the fourth priority to preliminary engineering phase of Cumberland Extension. Fifth priority

was assigned to Tapawingo North. Rounding out the priorities is the Cumberland Extension right-of-way acquisition phase

Both the County and City anticipate Cumberland Extension and Tapawingo North to advance in 2005 and 2006. Top priority was assigned to the construction phase of Cumberland Extension in 2005. Right-of-way acquisition for Tapawingo North was assigned second priority. Only the Tapawingo North project requested federal funds for 2006, thus it was given first priority.

No requests for federal funds were submitted for 2007 and 2008.

Several changes have occurred when comparing priorities in last years TIP to this year. Of the four projects shown for 2003, the South Intramural project (construction phase) was reprogrammed in 2004. While ranked second priority in '03, it dropped to third priority in '04. The top priority project in 2003 TIP, CR 500E project, was not reprogrammed. There are enough TEA 21 funds available from 2003 for the project. The Tapawingo Extension project has advanced to the next phase: construction. It was given second priority in this TIP. The fourth priority in the 2003 TIP was given to the study where the Cumberland Extension would be located. That project is planned to advance to the engineering phase in 2004 and was assigned fourth priority. Finally, the top priority in 2004 in the 2003 TIP was the Kalberer Road project. It remains top priority in this TIP.

## **RURAL STP FUNDING**

All projects requesting Rural STP 33E funds are Tippecanoe County projects. For this TIP, the County is seeking federal funds for the McCarty Lane Extension from CR 550E to SR 26. This project consists of building a new road with four travel lanes and limited access control. Right-of-way acquisition is programmed for FY 2004 with construction in the following year.

Typically projects seeking these funds compete against others statewide, and INDOT is in charge of prioritizing them. Priority ranking is based on several factors: how close the project is to construction, the ability of the LPA to match federal funds, and how well the project is moving through land acquisition.

## **STP BRIDGE REPLACEMENT**

Three projects are requesting Bridge Replacement Funds. Two are shown in **Exhibit 1** while the other is shown in **Exhibit 3**. Federal funding has been approved for Lilly Road Bridge near the pharmaceutical plant and for the CR 900E bridge over the North Fork of the Wildcat Creek. In the northeastern corner of the County, these funds are being sought for the Hog Point Bridge.

Similar to Rural STP funding, projects requesting these funds compete against others statewide. INDOT makes the final determination.

## **STP RAIL - HIGHWAY CROSSINGS**

The County continues to work toward improving railroad-crossing safety. Federal funding has been approved for one crossing: the Norfolk Southern crossing at CR 625E. Improvements include warning lights, gates and alarms.

The County requested federal funding for two additional crossings. Both of them are listed in **Exhibit 3**. Located on the western edge of the County, these funds would be used to improve the crossing of the Norfolk Southern at Burton Road. The other is the crossing of the KB&S at CR 200N. Since both have not yet been approved by INDOT for federal funding, they are thus shown in the “for informational purposes only” list.

Like rural projects, they too must compete against others statewide. Projects are chosen based on FRA index ratings and benefit to cost analysis.

## **STP - ENHANCEMENT**

There are five enhancement projects listed in the Program of Projects, one in **Exhibit 1**, one in **Exhibit 3**, and three in **Exhibit 5**. The four shown under the financially constrained lists have been awarded federal funding. The one listed in **Exhibits 3** was submitted in the December 2002 grant cycle. The Transportation Enhancement Selection Committee is reviewing all applications.

The four projects awarded federal funding are quite different in scope. Sponsored by CityBus, Imagination Station requested enhancement funds to build a transit exhibit and for landscaping. Located in the new State Park, the Museums of Prophetstown application involves constructing a Ecotone shuttle road, pedestrian and bicycle trail, restoring twelve acres of historic landscaping, environmental and wildlife habitat; and providing both safety and educational activities. The Museums was also awarded a grant (2002) for the construction of the Eagle Wing Center. Finally, the Indiana Department of Natural Resources submitted a grant to construct a portion of the Wabash Heritage Trail that runs through Prophetstown State Park.

In the most recent submittal, the project focuses on alternative transportation. The City of Lafayette requested funds to construct the remaining portion of the Linear Park Pilot Project. Paralleling the Norfolk Southern tracks on the south side of town, the trail would extend the recently completed trail to Wabash Avenue.

INDOT requires prioritizing enhancement projects only if two or more projects request funding. There was no review and ranking since only one project was submitted. Enhancement projects are then reviewed and ranked by INDOT's Selection Committee. Those receiving the highest ranking are funded. Since the fourth project is sponsored by a State agency, it does not compete against the others and is not prioritized.

## **INDOT Projects**

In addition to local projects, the Technical Transportation Committee prioritized INDOT financially constrained projects. Only projects seeking federal funds for FY 2004 through 2006 were prioritized. Each project was grouped according to work type. The priority ranking approved follows the proposed Fiscal Year assigned for each project.

## Exhibit 9

### STP (3AA) Group II Urban Funds & Minimum Guarantee Funds

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
<b>Funding Available</b>							
FY 2004					2,594,021		
FY 2005					2,594,021		
FY 2006					2,594,021		
				<b>Total</b>	<b>7,782,063</b>		
FY 2007					2,594,021		
FY 2008					2,594,021		
<b>Project Requests</b>							
FY 2004	<b>1</b>	W. Laf.	Kalberer	CN	960,000	240,000	1,200,000
	<b>2</b>	W. Laf.	Tapawingo Extension	CN	960,000	240,000	1,200,000
	<b>3</b>	INDOT	South Intramural	CN	447,032	852,968	1,300,000
	<b>4</b>	County	Cumberland Ext.	PE	120,000	30,000	520,000
	<b>5</b>	W. Laf.	Tapawingo North	PE	120,000	30,000	520,000
	<b>6</b>	County	Cumberland Ext.	RW	160,000	40,000	200,000
Total Cost of Projects					<u>2,767,032</u>		
Balance (Funds Available versus Total Cost)					5,015,031		
FY 2005	<b>1</b>	County.	Cumberland Ext.	CN	960,000	240,000	1,200,000
	<b>2</b>	W. Laf.	Tapawingo North	RW	2,080,000	520,000	2,600,000
Total Cost of Projects					<u>3,040,000</u>		
Balance (Funds Available versus Total Cost)					1,975,031		
FY 2006	<b>1</b>	W. Laf	Tapawingo North.	CN	1,280,000	320,000	1,600,000
Total Cost of Projects					<u>1,280,000</u>		
Balance (Funds Available versus Total Cost)					695,031		

<b>Fiscal Year</b>	<b>Priority Rank</b>	<b>Agency</b>	<b>Project</b>	<b>Phase</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total Cost</b>
Projects Programmed for Out Years							
					695,031		
					<u>2,594,021</u>		
					3,289,052		
FY 2007			No Requests for Funds				
					<u>0</u>		
					3,289,052		
					3,289,052		
					<u>2,594,021</u>		
					5,883,073		
FY 2008			No Requests for Funds				
					<u>0</u>		
					5,883,073		

## Exhibit 10

### INDOT Fiscally Constrained Prioritized Projects: FY 2004 - FY 2006

Priority	State Road	Des Number	Description	Ph.	Cost (x1,000)	RFL Date	Federal Funds
<i>Added Travel Lanes</i>							
1	SR 26	9134885	I-65 to .3 Mi east of CR 550E	CN	6,471	FY '05	NHS
2	SR 43	8572190	I-65 to 1.93 Mi north of I-65	CN	6,918	FY '05	STP
<i>Bridge Rehabilitation</i>							
1	US 52	0400598	WB Bridge over Wabash River	CN	240	FY '04	STP
2	I-65	0012660	Bridge over Wabash River	CN	4,680	FY '04	IM
3	I-65	0066620	Bridge over Wildcat Creek	CN	923	FY '05	IM
4	I-65	0100293	Bridge over Lauramie Creek	CN	117	FY '05	IM
5	I-65	0100308	SR 38 & NS RR Bridges	CN	2,580	FY '05	IM
6	I-65	0100309	Bridge over SR 26	CN	117	FY' 05	IM
<i>Bridge Replacement</i>							
1	US 231	9801740	4.88 Mi north of SR 28	CB	720	FY '05	NHS
<i>Grade Separation / New Bridge</i>							
1	US 52	9900510	Norfolk Southern RR Crossing	RW	560	FY '04	STP
<i>Interchange Modification</i>							
1	I-65	9802780	At SR 26	PE	304	FY '04	IM
2	I-65	9802780	At SR 26	RW	160	FY '05	IM
<i>Intersection Improvement</i>							
1	SR 38	9608690	At CR 900E	CN	654	FY '04	STP
2	SR 26	0100427	At CR 200N, 400W, Jackson H	PE	60	FY '05	STP
<i>Interstate Resurfacing</i>							
1	I-65	0201019	Wabash R. to 2.5 Mi N. SR43	CN	2,845	FY '04	IM
<i>New Road Construction</i>							
1	US 231	9700830	North of Wabash R. to SR 26	RW	2,520	FY '04	NHS
2	US 231	0300431	SR 26 to US 52	PE	520	FY '04	NHS
3	SR 25	9802920	I-65 to US 421	PE	928	FY '04	NHS
4	US 231	9700830	North of Wabash R. to SR 26	CN	18,467	FY '06	NHS
<i>Small Structure Replacement</i>							
1	SR 43	9608780	3.28 miles north of SR 26	CN	269	FY '04	STP
2	SR 28	9608850	1.76 miles east of SR 25	CN	366	FY '05	STP
3	SR 25	0200004	3.77 miles north of SR 225	PE	6	FY '05	NHS
<i>Road Replacement</i>							
1	SR 26	0012950	1.12 to 4.71 miles east of I-65	PE	200	FY '04	NHS
2	SR 38	9802490	0.45 to 1.35 miles east of I-65	RW	200	FY '04	STP
3	SR 43	0012940	SR 225 to SR 18	PE	80	FY '05	STP
4	SR 43	0012940	SR 225 to SR 18	RW	20	FY '06	STP

## **FINANCIAL SUMMARY AND PLAN**

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TEA 21 requires all TIPs to be financially constrained. In other words, the Greater Lafayette Area cannot over program or spend more than it receives. To do this, there must be a financial plan. That plan demonstrates how projects can be implemented and also indicates resources from both public and private sources that are reasonably expected to be made available to carry out the plan.

Before a financial plan can be developed, we first need to know how much is available to spend. INDOT is responsible for furnishing funding levels for all urban road projects. Bridge, rail safety, rural roads, and enhancement projects compete against other projects throughout the state. These projects are thus shown on the "information only" list unless INDOT has already awarded them. Transit funding is based on both present and past year funding levels while the same is true for airport projects.

The Five Year Program of Projects anticipates a total cost of over \$310.7 million. Sources of federal as well as local funds for locally initiated projects are shown in **Exhibits 11 through 14**.

Since this TIP must be financially constrained, funding requests must be limited on each project. Each project will be capped or limited to the requested amount. If a project needs additional federal funding, the TIP can either be amended (if there are enough federal funds available) or the jurisdiction must make up the difference with local funds.

### **STP/MG – Surface Transportation Program, Group II and Minimum Guarantee funds**

Projects within the urban area are eligible for federal Surface Transportation Program (STP) and Minimum Guarantee (MG) funds. The Greater Lafayette area has \$7,782,063 available to spend over the next three years. For simplicity in programming, both funding sources have been combined into one amount.

In INDOT's official notice, this area has \$2,594,021 available to program in FY 2004. Our apportionment is projected to be the same for 2005 and 2006. INDOT's letter showing these apportionments can be found in the **Appendix**. In previous TIPs, INDOT allowed Group II cities to combine and program current fiscal year federal funds as well as anticipated apportionments. Thus the combined three-year apportionments equal \$7,782,063.

It should be noted that this TIP departs from the last two. On September 30, 2003, TEA 21 expires. When this date passes, all federal funding under the Act must be spent/obligated or they will be forfeited. Congressional regulations do not allow any federal funds to be carried over into the next Act. Thus, in regards to federal funds, this TIP starts with a clean slate.

For 2004, the City of West Lafayette and Tippecanoe County requested federal funds for four projects: Kalberer Road, Tapawingo Extension, Tapawingo North and Cumberland Extension. Also reprogrammed is the South Intramural project. Total amount requested is \$2,767,032. Two projects request nearly three-quarters of the entire FY 2004 request: Kalberer Road and Tapawingo Extension. Comparing the requests to available funds, this area has enough federal funds for all four projects.

Looking at the next two fiscal years, two projects request funding for 2005 and one for 2006. The County is requesting funds in 2005 to construct Cumberland Extension. The City of West Lafayette is requesting funds in 2005 to purchase the right-of-way for Tapawingo North and construction in 2006. There are enough federal funds available both years for all three requests. **Exhibit 11** shows the specific amount requested and the balance of federal funds.

Since this is a five-year program, we also need funding projections for 2007 and 2008. INDOT's Division of Policy and Budget suggested using the 2004 funding amount. While federal funds are available both years, neither City nor County has requested any.

A detailed analysis of available funds versus project requests can be found in **Exhibits 11** and **12**. Since the funding requested does not exceed the programmable balance, both STP and MG funds are financially constrained.

### **STP - Group IV, Enhancement, & Rail Crossings**

Requests for STP Group IV, Enhancement, and Rail Crossing funds continue to follow TEA 21 guidelines. Projects requesting any of these funds compete against other projects statewide. For railroad crossing projects, those that have the highest prediction rate and best cost to benefit ratio are chosen. Enhancement projects are reviewed and chosen by a select broad-based committee. Those projects receiving the highest rankings are chosen.

In this TIP, the County requested STP Group IV funds for the McCarty Lane project. They have requested railroad crossing safety funds for two crossings. Both of them are listed in **Exhibit 3**. One crossing involves the Norfolk Southern railroad at Burton Road, while the other is the CR 200N and KB&S crossing. The railroad crossing project listed in **Exhibit 1** has already been approved for funding.

The four projects approved for Enhancement Funds are shown in **Exhibits 1** and **5**. Partnering together, CityBus and Imagination Station have been awarded funding to build a transit exhibit and add landscaping. In the new State Park, the Museums of Prophetstown and the Indiana Department of Natural Resources have been awarded funding too.

Because it has not been approved by INDOT, one enhancement project in **Exhibit 3** is listed for information purposes only. The City of Lafayette has requested these funds to construct the remaining portion of the Linear Park Pilot Project.

### **Transit & Airport Funding**

Funding projections for transit projects, both operating and capital, are based on current and previous year funding levels. A more detailed analysis of the financial condition and capability of CityBus can be found under the next section, Analysis of Financial Capacity: CityBus.

In addition, the Federal Aviation Administration has set limits for its funding categories. Funding for transit programs, both capital and operating, will remain at current levels.

## **Local Funding Sources**

The projects listed in the Local Program of Projects, **Exhibit 1**, indicate a variety of local funding sources to be used in FY 2004 through FY 2008. A summary of these sources is shown in **Exhibit 13**. The City of Lafayette anticipates using three different sources of local funding for its five projects. The most widely used funds are Tax Increment Financing, Economic Development Income Tax, and Cumulative Bridge Funds. While the City of West Lafayette will use Economic Development District Tax and Tax Increment Financing on the Tapawingo North project, the City intends to use Economic Development Income Tax and General Funds for Tapawingo Extension and Kalberer Road. The County anticipated using mostly Cumulative Bridge Funds, Economic Development Income Tax, Local Road and Street Funds, and Tax Increment Financing for their projects.

## Exhibit 11

### Projected Expenditures by Federal Funds Local Public Agencies Financial Capacity: FY 2004 through FY 2006

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
Apportionment FY 2004 – FY 2006 Estimated amount per year: \$2,594,021				7,782,063	
West Lafayette	Kalberer Road Laporte to Soldiers Home	CN	2004	<u>960,000</u> 6,822,063	<b>1</b> <i>Funds Remaining</i>
West Lafayette	Tapawingo Extension US 231 Relocation	CN	2004	<u>960,000</u> 5,862,063	<b>2</b> <i>Funds Remaining</i>
INDOT	South Intramural US 231 Relocation	CN	2004	<u>447,032</u> 5,415,031	<b>3</b> <i>Funds Remaining</i>
Tippecanoe Co.	Cumberland Extension CR 250W to existing road	PE	2004	<u>120,000</u> 5,295,031	<b>4</b> <i>Funds Remaining</i>
West Lafayette	Tapawingo North Howard to Tapawingo	PE	2004	<u>120,000</u> 5,175,031	<b>5</b> <i>Funds Remaining</i>
Tippecanoe Co.	Cumberland Extension CR 250W to existing road	RW	2004	<u>160,000</u> 5,015,031	<b>6</b> <i>Funds Remaining</i>
Tippecanoe Co.	Cumberland Extension Salisbury to Soldiers Home	CN	2005	<u>960,000</u> 4,055,031	<b>1</b> <i>Funds Remaining</i>
West Lafayette	Tapawingo North Howard to Tapawingo	RW	2005	<u>2,080,000</u> 1,975,031	<b>2</b> <i>Funds Remaining</i>
West Lafayette	Tapawingo North Howard to Tapawingo	CN	2006	<u>1,280,000</u> 695,031	<b>1</b> <i>Funds Remaining</i>

## Exhibit 12

### Projected Expenditures by Federal Funds Local Public Agencies Financial Capacity: FY 2007 and FY 2008

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
FISCAL YEAR 2007					
Carry over Funds from FY 2006				695,031	
FY 2006 STP / MG Appropriation				2,594,021	
Federal Funds Available				<u>3,289,052</u>	
No Projects Requesting Funds				<u>0</u>	
				3,289,052	<i>Funds Remaining</i>
FISCAL YEAR 2008					
Carry over Funds from FY 2006				3,289,052	
FY 2007 STP / MG Appropriation				2,594,021	
Federal Funds Available				<u>5,883,073</u>	
No Projects Requesting Funds				<u>0</u>	
				5,883,073	<i>Funds Remaining</i>

## Exhibit 13

### Projected Expenditure by Local Funds for Local Public Agencies Financial Capacity from Financially Constrained List (Exhibit 1)

Fund	FY 04	FY 05	FY 06	FY 07	FY 08
<b><i>Lafayette</i></b>					
Cumulative Bridge Funds & Tax Increment Financing (L2 & 13)	5,380	1,700			
Economic Development Income Tax & Tax Increment Financing (L4 & 13)	4,000				
Tax Increment Financing (L13)	2,904	1,626			
<b><i>West Lafayette</i></b>					
Economic Development Income Tax & General Funds (L4 & 5)	480				
Economic Development Income Tax & Tax Increment Financing (L4 & 13)	30	520	320		
<b><i>Tippecanoe County</i></b>					
Cumulative Bridge Funds (L2)	184		155		
Cumulative Bridge Funds, Economic Development Income Tax, Local Road and Street & Tax Increment Financing (L2, 4, 9, 13)		1,200			
Cumulative Bridge Funds & Local Road and Street Funds (L2 & 9)	2,213		800		
Cumulative Bridge Funds, Local Road and Street Funds & Tax Increment Financing (L2, 9, 13)	75				
Economic Development Income Tax (L4)	1,200				
Economic Development Income Tax & Local Road and Street Funds (L4 & 9)	825	2,370	4,200		
Local Road and Street Funds (L9)	815.4				
<b><i>Purdue Airport</i></b>					
Purdue funds (L15)	78	50	50	1,367	17
<b><i>CityBus</i></b>					
County Option Income Tax, Cumulative Capital Funds & Local Property Tax (L1, 3, 10)	3,517	3,681	3,851	4,030	4,218
Cumulative Capital Funds (L3)	202.9	43.4	43.4		

Note: All funding amounts are shown in thousands of dollars

## Exhibit 14

### Project Expenditures by Fund and Year INDOT's Financially Constrained Project Phases (Exhibit 5)

Fund	Fund Code	FY 2004			FY 2005			FY 2006		
		Federal	State	Total	Federal	State	Total	Federal	State	Total
Interstate Maintenance	IM	7,829	912	8,741	3,897	456	4,353	0	0	0
National Highway System	NHS	4,168	1,042	5,210	7,197	1,800	8,997	18,467	4,617	23,084
Surface Transportation Program	STP	2,131	533	2,664	7,808	1,951	9,759	1,540	385	1,925
Unspecified		2,328	546	2,874	0	0	0	1,008	252	1,260
State Funds	State	0	971	971	0	611	611	0	0	0
<b>TOTAL</b>		<b>16,456</b>	<b>4,004</b>	<b>20,460</b>	<b>18,902</b>	<b>4,818</b>	<b>23,720</b>	<b>21,015</b>	<b>5,254</b>	<b>26,269</b>

Note: All funding amounts are shown in thousands of dollars

### Project Expenditures by Fund INDOT's Non-Financially Constrained Project Phases (Exhibit 5)

Fund	Fund Code	Federal	State	Total
Interstate Maintenance	IM	4,352	1,088	5,440
National Highway System	NHS	85,981	21,496	107,477
Surface Transportation Program	STP	10,981	2,646	13,233
State Funds	State	0	0	0
<b>TOTAL</b>		<b>100,919</b>	<b>25,230</b>	<b>126,150</b>

Note: All funding amounts are shown in thousands of dollars

## **ANALYSIS OF FINANCIAL CAPACITY: CITYBUS**

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The Area Plan Commission of Tippecanoe County has, in accordance with the requirements of FTA Circular 7008.1, made an assessment of the Greater Lafayette Public Transportation Corporation's, or CityBus, financial condition and capability. Examining the historic trends of their financial condition, **Tables 1 and 2** show several trends occurring over the past five years. Projected revenue, **Table 3**, from fares, passes, local taxes, and state PMTF funds, in conjunction with stable federal assistance will meet the need of future operating and capital needs.

### **CityBus's FINANCIAL CONDITION REVIEW**

In reviewing CityBus's financial condition, there are basically four sources of funding the transit system uses. CityBus receives revenue from the National Transit Trust Fund. Congress apportions these federal funds each year. Funds from the State's Public Mass Transit Fund are also used to meet both operating and capital needs. Local funds received are generated from operating revenue and local taxes. Property tax, county option income tax, and excise tax comprise the local taxes. Operating revenue is derived from fares, passes, advertising and tokens.

**Table 1** shows both the total apportionment and operating limitation of federal funds for CityBus from 1994 to 2003. Looking at CityBus's total apportionment, the only discernible trend appears to be an increase in funding since 1996. In 1998, Congress modified its regulations and now allows transit systems, like the size of CityBus, to purchase smaller capital items with capital funds that normally would have been purchased with operating funds.

**Table 1 Federal Funds Available to CityBus**

Year	Total Apportionment	Operating Limit	Funds Spent/Used
1994	\$993,377	\$746,412	\$1,131,706
1995	\$1,025,063	\$661,044	\$785,241
1996	\$840,174	\$495,783	\$971,598
1997	\$880,021	\$495,783	\$980,583
1998	\$1,023,600	No Limit Set	\$1,156,678
1999	\$1,131,334	No Limit Set	\$2,033,379
2000	\$1,230,688	No Limit Set	\$894,233
2001	\$1,303,073	No Limit Set	\$932,713
2002	\$1,428,159	No Limit Set	\$1,428,159
2003	\$1,437,946	No Limit Set	Amount Not Available

While it appears that federal funding has steadily increased over the past seven years, the amount spent, or used, is a different picture. Out of the past eight years, there were five years where CityBus spent more than its apportionment. In 1994, 1998, and 1999 CityBus exchanged local funds for federal funds with the City of Kokomo. The table does not show that \$50,000 of the 1995 amount is actually '94 funding. In 1994, the Federal Transit Administration delayed awarding the full 1994 grant. Federal funds were eventually received, but in 1995. In 1996, and 1997 CityBus used unobligated federal funds from previous years that were in danger of lapsing.

Over the past five years, the Indiana Public Mass Transportation Funds (PMTF) received steadily increased. This trend appears to increase at a greater percentage, especially in 2002, due to a change in funding formula during the late '90s. The formula currently being used is solely based on performance measures. Since CityBus carries more passengers than many of the other transit systems around the State, CityBus will continue to receive a larger portion of State funds.

Funds received through fares, passes, tokens, and advertising (listed under operating revenues) have increase over the past five years. Interestingly, **Table 2** shows large increases in 1999 and 2000. This correlates directly to the large increase in student ridership at Purdue. Beginning in 1999, the University and CityBus introduced a special service agreement allowing students to ride free. It worked so well both parties agreed to expand the service and included facility and staff. CityBus also increased its fares January 1, 2003, thus additional revenue is expected.

Revenues generated from local taxes (listed under local revenue) continue to increase but with a slight fluctuation in 1999. These funds are comprised of three different sources: property tax, county option income tax, and excise tax. Of the three, both property tax and excise tax have been reliable sources steadily increasing over the past five years. Property tax has averaged about five percent each year. The fluctuation shown in 1999, **Table 2**, is due to the a significant drop in county option income tax.

### **CityBus's FINANCIAL CAPABILITY REVIEW**

Concerning future financial capability (**Table 3**), CityBus anticipates they will receive more than enough funding to continue operating the system through the next five years. Operating costs are anticipated to increase by six percent not only in 2004, but for the following four years as well. Projected revenue will be more than sufficient to meet projected expenses. Comparing projected operating costs to total operating revenue; **Table 3** clearly shows there will be enough funding. This projection includes all local, State PMTF, and federal assistance. CityBus anticipates they will have enough funds to continue operating the system.

It's anticipated that Section 5307 federal funding will remain stable over the next five years. CityBus anticipates a three percent year increase in federal funds per year in order to cover operating expenses. Additional federal funding is also expected to cover capital expenses too. Fiscal Year 2004 is slightly different than 2003 and the following years. Due to the large demand in ridership at Purdue University, the system needs to purchase an articulated bus. It is unclear what the impact will be with the next transportation bill. Thus CityBus has conservatively budget the same level of funding for operating and capital assistance.

State PMTF funds are also predicted to increase too. The funding formula awards transit systems that operate efficiently. Past annual reports clearly show that CityBus leads the state in many of these areas. If CityBus continues to operate as efficiently as they do, then state funds should at least remain stable if not continue to increase conservatively by 3.1% each year.

Both local funding trends are anticipated to increase over the next five years too. At this time, funds generated from fares, passes, advertising and tokens are anticipated to steadily increase at just over five percent a year. Likewise, funds generated through taxes are anticipated to increase around four percent a year.

TABLE 2

**CITYBUS FINANCIAL CONDITION**

All Figures are Unaudited

**Operating Financial Summary - Expenses**

Revenues	1998	1999	2000	2001	2002
Operating *1	1,034,378	1,297,185	1,542,757	1,633,634	1,658,338
% Change		25.4%	18.9%	5.9%	1.5%
Local *2	1,297,222	1,031,227	1,364,706	1,598,655	1,617,845
% Change		-20.5%	32.3%	17.1%	1.2%
State	1,264,056	1,302,466	1,324,131	1,412,126	1,673,044
% Change		3.0%	1.7%	6.6%	18.5%
Federal	148,759	625,287	732,633	594,313	504,955
% Change		338.4%	17.2%	-18.9%	-15.0%
Total	3,744,415	4,283,165	4,964,227	5,238,728	5,454,182
% Change		14.4%	15.9%	5.5%	4.1%

**Capital Financial Summary**

Local *3	528,881	424,000	554,208	846,000	1,123,421
Community			270,000		
State					165,000
Federal	1,007,919	1,686,000	4,136,901	338,400	5,555,684
Total	1,536,800	2,120,000	24,960,901	423,900	6,844,105

**Carry over Funds (Cumulative Capital Funds)**

0	145,175	311,214	607,745	583,654
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Source: Indiana Public Transportation Annual Report: 1998, 1999, 2000, 2001  
 Greater Lafayette Public Transportation Corporation: 2002

\*1 Note: Funding sources derived from Fares, Passes, Advertising and Tokens

\*2 Note: Funding sources derived from Property Tax, County Option Income Tax, and Excise Tax

\*3 Note: Capital projects reflect both Section 5307 Capital and capital grants solely funded from local funds

TABLE 3

## CITYBUS FINANCIAL CAPABILITY

Year	2003	2004	2005	2006	2007	2008
<b>Projected Revenues</b>						
Oper. *1	1,745,401	1,837,034	1,933,479	2,034,986	2,141,823	2,254,269
% Change		5.3%	5.3%	5.3%	5.3%	5.3%
Local *2	1,616,500	1,680,450	1,747,850	1,816,850	1,888,250	1,964,530
% Change		4.0%	4.0%	3.9%	3.9%	4.0%
State	2,015,860	2,410,000	2,484,710	2,561,736	2,641,150	2,723,025
% Change		3.1%	3.1%	3.1%	3.1%	3.1%
Federal						
Sec 5307						
Operate	1,250,000	899,404	1,351,917	1,397,682	1,268,421	1,316,974
Capital	187,946	581,680	173,600	173,600	350,000	350,000
Sub Total	1,437,946	1,481,084	1,525,517	1,571,282	1,618,421	1,666,974
%Change		3.0%	3.0%	3.0%	3.0%	3.0%
Sec 5309	125,000					
Kokomo	169,880	230,120				
Total	7,110,587	7,638,688	7,691,556	7,984,854	8,289,644	8,608,798
<b>Projected Operating Costs</b>						
	5,781,433	6,128,319	6,496,018	6,885,779	7,298,926	7,736,861
		6.0%	6.0%	6.0%	6.0%	6.0%
<b>Projected Capital Costs</b>						
	427,000	1,014,750	217,000	217,000	400,000	400,000
<b>Projected Operating and Capital Costs</b>						
Total	6,208,433	7,143,069	6,713,018	7,102,779	7,698,926	8,136,861

Source: Greater Lafayette Public Transportation Corporation

\*1 Note: Funding sources derived from Fares, Passes, Advertising and Tokens

\*2 Note: Funding sources derived from Property Tax, County Option Tax, and Excise Tax

## REVIEW OF CITYBUS'S REQUEST FOR CAPITAL ASSISTANCE

CityBus will be applying for Section 5307 Capital Assistance in 2004, 2005, and 2006. They have provided the following justification and estimated cost for each capital project.

### **SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2004** **(Formerly Section 9)**

#### **I. REPLACEMENT TIRES**

With over 1.3 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$1,200. The total budget for this item is \$44,000.

#### **II. BUS OVERHAUL**

##### *A. Rebuild up to four (4) bus engines - \$44,000*

Based on 2002 and similar experience in the previous year, CityBus anticipates the need for up to seven (4) engine rebuilds at an average cost of \$11,000 each.

##### *B. Rebuild up to four (4) bus transmissions - \$30,000*

Base on 2002 and similar experience the previous year, CityBus anticipates the need for up to six (4) transmission rebuilds. Estimated average cost of each transmission rebuild is \$7,500.

#### **III. COMPUTER HARDWARE**

A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. Estimated cost is \$30,000.

#### **VI. PARATRANSIT BUS REPLACEMENT**

CityBus would like to replace the following buses that will have meet FTA replacement requirements by 2004, guidelines according to FTA circular 9030.1A in terms of age and mileage. Estimated cost is \$100,000.

<u>Bus Number</u>	<u>Make</u>	<u>Model</u>	<u>Year Built</u>
428	Startran	Econo BOD	1994
429	Startran	Econo BOD	1994

#### **V. SUPPORT VEHICLE**

Replacement for 1997 Chevrolet Venture. The support vehicle to be replaced was purchased in 1997. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

## VI. Buses – Fixed Route

- A. Purchase of one (1) 40' full-size bus: \$285,000  
B. Purchase of one (1) articulated 70' full-size bus: \$441,750

Due to age and condition of several buses in the fleet, CityBus desires to purchase two (2) replacement full-sized transit buses. One replacement bus will be a larger bus to transport a larger passenger load on the campus area where many times additional buses must follow one another to accommodate all passengers. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, were purchased as used buses and are becoming increasingly too expensive to maintain to be reliable. Total Cost is \$726,750.

CityBus will replace the following:

<u>Bus Number</u>	<u>Make</u>	<u>Year Built</u>
606	Orion	1987
607	Orion	1987

**Table 4 2004 Section 5307 Capital Grant Summary**

	Federal Share	Local Share	Total Cost
Replacement Tires	35,200	8,800	44,000
Engine Rebuilds	35,200	8,800	44,000
Transmission Rebuilds	24,000	6,000	30,000
Computer Hardware and Software Upgrades	24,000	6,000	30,000
Paratransit Bus Replacement	88,000	22,000	110,000
Support Vehicle	24,000	6,000	30,000
Buses – Fixed Route	581,400	145,350	726,750
<b>TOTAL</b>	<b>\$811,800</b>	<b>202,950</b>	<b>\$1,014,750</b>

## **SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2005**

### **I. REPLACEMENT BUS TIRES**

With over 1.3 million revenue miles of service operated on an annual basis and mileage scheduled to increase due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,200. The total budget for this time is \$44,000.

### **II. BUS OVERHAUL**

#### *A. Rebuild up to seven (7) Bus Engines - \$77,000*

Based on 2002 and similar experience in the previous years, CityBus anticipates the need for up to seven (7) engine rebuilds in 2004 at an average cost of \$11,000 each.

#### *B. Rebuild up to Six (6) Bus Transmissions - \$36,000*

Based on 2002 and similar experience in the previous years, CityBus anticipates the need for up to six (6) transmission rebuilds. Estimated average cost of each transmission rebuild is \$6,000 each.

### **III. COMPUTER HARDWARE AND SOFTWARE UPGRADES**

A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. In addition, certain CAD/AVL system components require upgrade. Estimated cost is \$30,000.

### **IV. SUPPORT VEHICLE**

Replacement for the 1998 Jeep. The support vehicle to be replaced was purchased in 1998. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

**Table 5     2005 Section 5307 Capital Grant Summary**

	Federal Share	Local Share	Total Cost
Replacement Bus Tires	35,200	8,800	44,000
Engine Rebuilds	61,600	15,400	77,000
Transmission Rebuilds	28,800	7,200	36,000
Computer Hardware & Software	24,000	6,000	30,000
Support Vehicle	24,000	6,000	30,000
<b>TOTAL</b>	<b>\$173,600</b>	<b>\$43,400</b>	<b>\$217,000</b>

## **SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2006**

### **I. REPLACEMENT BUS TIRES**

With over 1.3 million miles of service operated on an annual basis and mileage scheduled to increase due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,200. The total budget for tires is \$44,000.

### **II. BUS OVERHAUL**

#### ***A. Rebuild up to Seven (7) Bus Engines - \$77,000***

Based on 2002 and similar experience in previous years, CityBus anticipates the need for up to seven (7) engines rebuilds in 2005 at an average cost of \$11,000 each.

#### ***B. Rebuild up to Six (6) Bus Transmissions - \$36,000***

Based on 2002 and similar experience in the previous year, CityBus anticipates the need for up to four (4) transmission rebuilds. Estimated average cost of each transmission is \$6,000.

### **III. COMPUTER HARDWARE AND SOFTWARE UPGRADES**

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. Estimated cost is \$30,000.

### **IV. SUPPORT VEHICLE**

Replacement for 1998 Ford Pickup Truck. The support vehicle to be replaced was purchased in 1998. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

**Table 6      2006 Section 5307 Capital Grant Summary**

	Federal Share	Local Share	Total Cost
Tires, Replacement	35,200	8,800	44,000
Engine Rebuilds	61,600	15,400	77,000
Transmission Rebuilds	28,800	7,200	36,000
Computer Hardware & Software Upgrades	24,000	6,000	30,000
Support Vehicle	24,000	6,000	30,000
<b>TOTAL</b>	<b>\$173,600</b>	<b>\$43,400</b>	<b>\$217,000</b>

## **AREA IMPROVEMENTS FROM FY 2003 TIP**

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Over the past year the County, both Cities, and INDOT made significant progress on many projects throughout Tippecanoe County. They ranged from small intersection improvements to major road reconstruction.

### **LOCAL PROJECTS**

The last remnants of the diagonal Norfolk Southern rail line through Lafayette are completely gone. On October 1, 2002, workers removed the construction barricades and traffic now flows freely on Salem Street where the old railroad crossing was located. Throughout 2002, the remaining railroad crossings were closed at various times allowing construction crews to remove the old tracks and then reconstruct the streets.

On the northern end of the old rail corridor, motorists now have a new travel route between 18<sup>th</sup> Street, Greenbush and Underwood. Before Railroad Relocation, motorists on Erie Street could not travel north of 18<sup>th</sup> Street. With the rails removed, Erie Street was first constructed between Greenbush and Underwood and then between 18<sup>th</sup> and Greenbush. Construction on the last segment was completed on December 17, 2002. In concert with the new construction, Market Square received a new entrance.

A red ribbon cutting ceremony was held on December 11, 2002 officially opening North 9<sup>th</sup> Street and Duncan Road. Construction crews widened North 9<sup>th</sup> to four travel lanes. Improvements also included building sidewalks, a pedestrian and bicycle path, street lighting and burying all utilities underground. Shortly after the ribbon cutting, construction crews completed installing traffic signals at the intersection of North 9<sup>th</sup> and Duncan.

Let for construction on April 16, 2002, Reith-Riley started reconstructing and widening South 18<sup>th</sup> Street from Brady Lane to CR 350S. Construction included four travel lanes, a new bridge over the Elliott Ditch, a bicycle and pedestrian path, and traffic lights at Brady Lane, Ortman Lane, and CR 350S. Work progressed quickly. Within eight months, crews completed the majority of the project and reopened the road late December. Construction restarted in 2003 at Brady Lane. A small portion of the road was closed for the installation of new sewer lines and rebuilding the road. Once that job was finished, construction focused at the two intersections. Completing the construction is targeted for either July or August 2003.

Not only are the north/south corridors on the south side of Lafayette being improved, the City is improving an east/west corridor: Twyckenham Boulevard and Brady Lane. This improvement provides a key connection moving traffic east to west similar to CR 350S. Like CR 350S, the Twyckenham/Brady corridor connects to north/south roads to the east and west. To the west, Twyckenham connects to Old Romney Road. To the east, Brady connects to Creasy Lane.

Reported in last years TIP, the City awarded a contract to build a new road connecting Twyckenham Boulevard and Brady Lane from 9<sup>th</sup> to 18<sup>th</sup> Street. Early in the project, 9<sup>th</sup> Street closed so crews could rebuild the intersection of 9<sup>th</sup> Street and Twyckenham Boulevard and widen 9<sup>th</sup> Street between the intersection and the railroad tracks. At the same time, construction crews started constructing portions of the bridge including the eastern bridge approach and the bridge's main supports. Construction resumed early in 2003 with the arrival of spring. Completing the bridge and road is targeted in October.

The last piece of Twyckenham Boulevard from Old Romney Road to Poland Hill Road was let for construction on September 3, 2002. Designs call for the new road to be four travel lanes with sidewalks. Early in the project, Poland Hill Road and Beck Lane was closed in April for improvements too.

Improvements continue forward on the eastern portion of the corridor. The City and its consultant are working on the engineering designs to reconstruct and widen Brady Lane from 18<sup>th</sup> to US 52. Designed within the current right-of-way, construction is targeted to begin later this year or early 2004. Since the project is very large, it may be done in two or three phases to lessen the impact upon motorists and property owners.

Progress toward reconstructing Farabee Drive and Kossuth Street continues forward. On June 3, 2003, the Lafayette Board of Works awarded the bid and construction is proceeding. When completed, the road between SR 26 and US 52 will consist of three lanes with the center lane being a continuous left turning lane. Improvements will include curb drains to improve draining.

After several years not being awarded federal enhancement funds, the City moved forward and constructed a portion of the liner park pilot project. This new trail is the first of what will become an extensive trail system through out the City. The portion built tied 9<sup>th</sup> and 18<sup>th</sup> Street. Along with a ten-foot wide path, plantings were included. This project was awarded on September 10, 2002.

New traffic signals were or will be installed around the City. First, a bid for a new traffic signal on Creasy Lane at Ivy Tech was awarded on August 27, 2002. Then the City awarded a bid to construct two new signals at Union and Shenandoah and at Creasy Lane and Amelia Avenue on October 8, 2002. Finally, the City awarded the bid for new traffic signals on CR 350S at 9<sup>th</sup> Street and Concord Road on April 29, 2003.

Reconstructing Lindberg Road progressed at a slower pace than originally anticipated. Let in May 2001, crews pulled up pavement, graded and applied new pavement on the western side of the project. At the Celery Bog, design called for placing fill and geotextile grids. Afterward placing the fill and grid, the mixture was allowed to settle. Unfortunately the fill did not settle properly and a solution needed to be sought. The solution called for installing 1,218 auger pressure grouted displacement pilings. Complete on March 19, 2003, Atlas Excavating then continued onward to finish the project. It is anticipated that Lindberg will be open to traffic before Purdue starts back in the fall.

Designing within the existing right-of-way, engineers have developed construction plans to improve Kalberer Road from Laporte Street to Soldiers Home Road. By staying within the existing right-of-way, the length of time it takes for a project is dramatically shortened. When completed, the new road will look like the previous improvements done to the west.

The Tapawingo Extension project continues to progress silently forward. Engineers from Bernardin and Lockhmuller have been designing the new road that will connect SR 26 and relocated US 231 at the Tapawingo and Williams street intersections. Designs have progressed quite far with the project clearing the environmental studies. A public hearing was held on July 21, 2003. The City anticipates the project moving to right-of-way later this year.

Like both Cities, the County has also been very busy over the past year with numerous projects throughout the County.

Daily travelers on I-65 could easily track the progress of one of the most visible projects in the County. That is the construction of a new McCarty Lane bridge over the Interstate. Not only did the County build a new bridge over the Interstate, the road was reconstructed and widened between CR 500E and CR 550E. The improvements are four travel lanes wide and match the improvements done to McCarty Lane east of CR 500E. The new bridge officially opened to traffic on May 5, 2003.

Improvements to McCarty do not stop at CR 550E. The County is currently designing the improvements to extend McCarty eastward and then northward. Eventually the new road will intersect SR 26 just west of CR 675E. The improvements will include four travel lanes.

Between the project that was just recently completed and the one currently under design, CR 550E connects these improvements to SR 26. While some of the County Road was paved, a good deal of it was gravel. As a temporary fix, the County chipped and sealed the gravel portion. But to address the long-range improvements, designs have been finalized to reconstruct the road to an urban collector with sidewalks. The County is currently purchasing the additional land needed for the improvements.

To the south, the County has been working toward improving CR 430S from 9<sup>th</sup> to 18<sup>th</sup> Street. The road currently consists of narrow two travel lanes and no shoulders. Wea Ridge Elementary School is located at the southwest corner of 18<sup>th</sup> and CR 430S. This project has advanced through the engineering and design phase. The County opened the bids on April 7<sup>th</sup>, 2003 and awarded the contract later in the month.

Addressing the explosive housing growth west of West Lafayette, the County is now looking to extend Cumberland Avenue. To be built as a two-lane collector, the road will cross McCormick Road, or Relocated US 231, and intersection Klondike Road at CR 250N. It is anticipated that a consultant will be hired some time this year to establish the location of the new road as well as address all the environmental concerns.

Improvements were visible along SR 25 at CR 500W, CR 575W and CR 400S in 2003. At this location, the Norfolk Southern railroad tracks are very close to the State Road. In addition to the close proximity, the track is also at an acute angle to several of the County Roads. Working with INDOT, the County has built a new road connecting CR 500W to CR 400S. The crossings at both County Roads are closed. In order to give access to motorists who used these County Roads a new railroad crossing and connection to SR 25 will be built.

Progress has been very visible over the past year for CityBus. At Canal Street, the first shovel of earth turned over and construction crews started erecting a new maintenance facility. Covering over 20,000 square feet, the new building will house all maintenance activities and also store the remaining buses that cannot be stored in the existing garage. Across the river in West Lafayette, CityBus opened its second childcare center in August 2002. On the streets, riders now enjoy the comfort of six new low floor buses and two new trolleys. Completed in April 2003, additional bicycle racks were installed on many of the fixed route buses.

Behind the scenes, CityBus has been moving forward into intelligent transportation. In 2002, CityBus completed system design and began installing a new informational technology system. This system will have sweeping impacts including improved operations, service for customers, enhanced security, and aid in planning transit service. Security cameras were also installed on 23 fixed route buses.

Several projects were completed at the Purdue University Airport. One of the taxiways was reconstructed and to help pilots, a navigational aid was relocated. The Airport also purchased two snow removal trucks.

## **STATE PROJECTS**

Improvements to state roads could also be found throughout the County. They varied in size from pavement markings to resurfacing roads to new road construction. Several projects advanced to the next stage of either right-of-way acquisition or construction. However others have not moved or fared as well.

One of the most notable and visible projects in Tippecanoe County is the relocation and improvements to US 231. Over the past year, important milestones were reached. They included holding a public hearing regarding final designs and public meetings that provided information toward a preferred location. Public hearings were also held to identify additional future improvements.

On March 12, 2003, the Indiana Department of Transportation held a public hearing regarding the final design of relocating US 231 between River Road and SR 26. This is one of the last steps in the engineering phase. At the public hearing, very few comments were given and all were in favor of the project. The project design calls for four travel lanes. Bridges will be built for the KB&S railroad and Airport Road. The road will be designed with limited access or in other words no driveways will be permitted.

In addition to building this section of US 231, South Intramural will be extended southward and intersect. This connection offers a new access point to campus. In INDOT's design, scoping called for South Intramural to consist of only two travel lanes. Foreseeing this new entrance having a greater demand, the University requested it be built to four travel lanes. With the adoption of last years TIP, federal funds reserved for small urban areas will be used for the additional travel lanes.

North of SR 26, INDOT and its consultant, Michael Baker, embarked on a journey to select a new location for the route. In the original Environmental Impact Statement (EIS), the route traversed almost due northward going through Purdue property. After crossing Lindberg Road, it then curved eastward terminating at US 52 and Cumberland Avenue. The purpose of revisiting the EIS is to complete the project by developing, evaluating, and selecting a preferred alternative route that fulfills the purpose and need of the project.

The consultant has actively moved the route selection process forward. Three public meetings/hearings were held. In concert with the public meetings/hearings, a Citizens Advisory Committee (CAC) was formed and they provided key and valuable input throughout the route selection process. At first eight possible routes were identified. As a result of citizen input, two additional routes were added. The routes were then evaluated down to one preferred route and FHWA signed the FONSI on May 21, 2003.

Larger in scope, INDOT charged the Corridino Group to identify future projects for US 231 between I-65 and I-70. The task includes identifying both short- and long- range improvements. The final public hearing was held on January 28, 2003. From that, a final report was drafted and now awaiting approval. The report identifies the need to widen and improved US 231 to four travel lanes south of SR 500S and relocate US 231 north from 52 to a new interchange at I-65.

Progress on the Hoosier Heartland continues. On October 1, 2002, a public hearing was held identifying four possible routes for the Hoosier Heartland between Lafayette and Logansport. In Tippecanoe County, the consultant selected the two routes closest to the Norfolk Southern railroad tracks. The major difference between them are how the road interacts with the railroad. Alternative one has the new road approximated 1000' feet away from the rail corridor and leaves the entire railroad crossing at each County road. Alternative two places the new route next to the tracks with the counts roads either bridging both or being dead-ended. On January 22, 2003, the Governor announced Alternative 2 as the preferred route.

Even though progress cannot be seen, the state continues to advance the widening of SR 26 from the Interstate to just east of CR 550E. The State DOT is currently appraising property, making offers and buying the necessary property to widen the road. One visible change that has occurred in connection to the Crossroads project is the question regarding CR 500E. By using Group II STP and MG federal funds, the State DOT has agreed to relocate CR 500E eastward and align the road with Goldersgreen Drive. Designing the relocation nears completion and a public meeting was held on April 28, 2003.

Widening State Road 43 north of the Interstate continues to move at a snails pace. INDOT is still purchasing the needed property for this project. It is anticipated that the project may be let very late in 2003 or in 2004. This project is INDOTs oldest active project in Tippecanoe County. The project was started in 1985.

Construction work related to Prophetstown State Park is now visible. The SR 225 Bridge over the Park road is now complete. This bridge is the one that goes over the Parks main road.

Several resurfacing projects in Tippecanoe County were let for construction in 2003. In January, the State let for contract the resurfacing of I-65 from .6 miles north of SR 26 to 1.1 miles north of SR 25. Traffic on the interstate should not experience too long of a delay. The contract only calls for the project to be 20 working days. In February, the State awarded a contract to resurface US 52 east of the Wabash River to the CSX rail line. Finally traffic will experience delays on SR 25 north this year. In April the State awarded a contract to resurface SR 25 from I-65 to SR 421.

Motorists once again are experiencing delays crossing the Wabash River on the Harrison Bridge. As part of the agreement to construct relocated US 231, the County takes possession of the Harrison Bridge when the first phase is completed. But before taking control, INDOT is to rehabilitate the bridge. Thus the work currently underway is a result of the relinquishment agreement.

Some see it as a blessing. Others see it as additional delay in their commutes. Yes, several new traffic signals were installed in West Lafayette and Lafayette. The first to go up was in West Lafayette at US 52 and Win Hentshcel. The next signal installed was at US 52 and Underwood. Then to the east, a new signal was installed at SR 26 and Frontage road between I-65 and Meijer Drive. Several signals were also replaced including the signals at SR 26 and 26<sup>th</sup> Street and on South at 5<sup>th</sup> and 6<sup>th</sup> Streets.

One final improvement that needs to be mentioned is the median beautification project on US 52 south of SR 26. Several years ago the State let a contract to convert the asphalt islands to ones that had new curbing with grass and plantings. The project was so well received the State let a second contract in February 2003 to convert several additional islands.

## **PUBLICATION OF ANNUAL LISTING OF PROJECTS**

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With passage of TEA 21, all MPOs are required to develop and make available a list of projects for which federal funds has been obligated in the preceding year. This list includes all projects let since September 1999. The list has been divided into two tables: local project and INDOT projects.

### **LOCAL PROJECTS**

Project & Location	Date & Type of Project	Federal Funds	Total Cost
Wabash Landing Enhancement Grant Change Order #12	June 2003	\$6,880.14	\$8,600.18
Wabash Landing Enhancement Grant Change Order #11	June 2003	\$22,360.00	\$27,950.00
Lindberg Road McCormick to Northwestern <i>Change Order #10</i>	April 2003	\$9,910.45	\$12,388.06
Lindberg Road McCormick to Northwestern <i>Change Order #9</i>	February 2003	\$1,385,487.70	\$1,731,859.62
North 9 <sup>th</sup> / Duncan Rd. US 52 to Canal Road <i>Change Orders #11 &amp; 12</i>	October 2002	\$0.00	\$100,424.10
Lindberg Road McCormick to Northwestern <i>Change Order #8</i>	July 2002	\$7,920.00	\$9,900.00

## **INDOT PROJECTS**

Project & Location	Date & Type of Project	Federal Funds	Total Cost
<b>US 52</b> At CR 350S	May 2003 Intersection Improvement	\$0	\$192,206.33
<b>Purdue University</b> Various road throughout University	May 2003 Road Resurfacing	\$178,729.60	\$178,729.60
<b>SR 225</b> Bridge over the Wabash River	April 2003 Bridge Repair	\$0	\$18,678.00
<b>I-65</b> Various bridge over I-65	April 2003 Bridge Painting	\$446,928.00	\$446,928.00
<b>SR 25</b> I-65 to SR 421	April 2003 Road Resurfacing	\$1,907,613.30	\$2,384,516.63
<b>US 52</b> Wabash River to Bridge over CSX	February 2003 Road Resurfacing	\$242,419.79	\$242,419.79
<b>US 52</b> SR 26 to .26 miles north of McCarty Lane	February 2003 Median Island & Curb Work	\$163,589.85	\$163,589.85
<b>I-65</b> 0.6 miles north of SR 26 to 1.1 miles north of SR 25	January 2003 Road Resurfacing	\$966,289.94	\$1,207,862.42
<b>US 231</b> Harrison Bridge over the Wabash River	December 2002 Bridge Rehabilitation	\$1,750,450.03	\$2,188,062.54
<b>US 52, SR 26, US 231</b> Win Hentshcel, Underwood, 5 <sup>th</sup> , 6 <sup>th</sup> , 26 <sup>th</sup> , Frontage Road, Wiggins	June 2002 New Traffic Signals – Signal Modernization	\$0	\$312,135

# APPENDIX

Resolution T-03-4

RESOLUTION TO ADOPT THE FISCAL YEAR 2004  
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County is designated as the Metropolitan Planning Organization responsible for transportation planning in the Lafayette-West Lafayette area, and

WHEREAS, it is required that a Transportation Improvement Program be developed and include all local and State transportation projects that are requesting US Department of Transportation funding, and

WHEREAS, the Transportation Improvement Program for FY 2004 has been developed by staff and has been recommended for approval by the Technical Transportation and Administrative Committees, and

WHEREAS, the Board of Directors of the Greater Lafayette Public Transportation Corporation has endorsed the transit portions of the Five-Year Program of Projects on May 28, 2003, and

WHEREAS, the projects herein have been selected from the adopted Transportation Plan, Thoroughfare Plan, the Transportation Systems Management Plan, Transit Development Plan, and the Indiana Statewide Transportation Improvement Program, as a part of the comprehensive planning process.

NOW THEREFORE BE IT RESOLVED by the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, that the presented attached Transportation Improvement Program for FY 2004 for the Greater Lafayette Transportation and Development Study is hereby accepted and adopted.

Adopted Wednesday, the 20<sup>th</sup> of August, 2003

  
President, APC

  
Secretary

Resolution T-03-5

RESOLUTION TO ASSERT COMPLIANCE OF THE  
FISCAL YEAR 2004 TRANSPORTATION IMPROVEMENT PROGRAM  
WITH THE 1990 CLEAN AIR ACT AMENDMENTS

WHEREAS, the Area Plan Commission of Tippecanoe County is designated as the Metropolitan Planning Organization responsible for transportation planning in the Lafayette / West Lafayette area, and

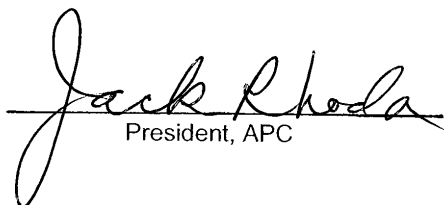
WHEREAS, the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, is responsible for approving and adopting a Transportation Improvement Program, and

WHEREAS, the Greater Lafayette (Indiana) Urban Area is an attainment area in terms of transportation related air pollutants, and

WHEREAS, Tippecanoe County as an attainment area complies with the terms of the 1990 Clean Air Act Amendments and State Implementation Plan for Air Quality,

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County asserts that the objectives and requirements of the 1990 Clean Air Act Amendments and the State's Implementation Plan are being met by the transportation projects proposed in the adopted FY 2004 Transportation Improvement Program.

Adopted Wednesday, the 20<sup>th</sup> of August, 2003

  
President, APC

  
Secretary

**GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION**  
**RESOLUTION #03-3**

**RESOLUTION ENDORSING THE TRANSIT PORTIONS OF THE ANNUAL ELEMENT OF THE AREA PLAN COMMISSION'S TRANSPORTATION IMPROVEMENT PROGRAM FOR FY-2004, RECOGNIZING THAT THE OPERATING AND CAPITAL ASSISTANCE PROJECTS FOR THE GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION ARE LISTED IN THE ANNUAL ELEMENT.**

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WHEREAS, A Transportation Improvement Program is a Federal requirement which is needed prior to receiving Federal Funds.

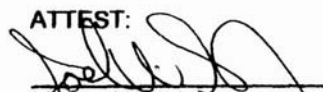
WHEREAS, the Annual Element of the Transportation Improvement Program lists only those projects for which approval for Federal Funds will be granted.

WHEREAS, the Greater Lafayette Public Transportation Corporation has 5307 Capital Assistance Projects noted in the Annual Element of the Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Greater Lafayette Public Transportation Corporation does hereby concur in and endorse the transit portions of the Annual Element of the Transportation Improvement Program for FY-2004.

Adopted by the Board of Directors of Greater Lafayette Public Transportation Corporation this 28<sup>th</sup> day of May, 2003.

  
Mr. Lee Kuipers  
Chairman

ATTEST:  
  
Mr. Joel Wright  
Secretary

Record of Votes:    Ayes: 6  
                             Nays: 0

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Area Plan Commission of Tippecanoe County, Metropolitan Planning Organization for the Greater Lafayette, Indiana, urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub. L. 105-178) regarding the involvement of disadvantage business enterprises in those FHWA and the FTA funded projects (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- V. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)).

Area Plan Commission of Tippecanoe County  
Metropolitan Planning Organization

James D. Hawley  
Signature

Executive Director  
Title

December 19, 2002  
Date

Indiana Dept. of Transportation  
State Department of Transportation

Cathy Kutz  
Signature

Manager - Programming  
Title

January 28, 2003  
Date



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue

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FRANK O'BANNON, Governor  
J. BRYAN NICOL, Commissioner

Writer's Direct Line

May 9, 2003

Mr. Doug Poad  
Tippecanoe County Area Plan Commission  
20 North Third Street  
Lafayette, IN 47901

Dear Mr. Poad:

The following information is your ACTUAL spendable dollars for FY 2003. For the succeeding years, 2004 – 2006, the dollar figures given below are ESTIMATES ONLY and DO NOT indicate the exact dollar amount being allocated to you at this time. The dollar amounts for Fiscal Years 2004 – 2006 are to be used for planning purposes only.

FORMULA FUNDS

FY 2003	\$2,594,021.00
FY 2004	\$2,594,021.00
FY 2005	\$2,594,021.00
FY 2006	\$2,594,021.00

If you have any questions concerning these estimates, feel free to call me at (317) 233-2593.

Sincerely,

Laura L. Monk  
Federal Aid Specialist

Cc: A. Boyle  
J. DuMontelle  
File

## Public / Private Participation Responses

### ***May 21, 2003: Technical Transportation Committee meeting***

The Committee reviewed and prioritized local and INDOT projects. No comments or questions were received from the general public.

### ***May 27, 2003: Citizens Participation Committee meeting***

The process used to develop the TIP was presented along with the list of local and INDOT projects and the priorities recommended by the Technical Transportation Committee. Questions and comments:

- a) What are they going to do at the stoplight for the left hand turns? There is no turn lane currently. (Tapawingo Extension Project)
- b) It seems to be tight at that intersection is one reason why they will be putting a left turn lane in. It would be dangerous if they don't. (Tapawingo Extension and SR 26)
- c) Is the project going to be a super two? (CR 200N; Klondike to McCormick)
- d) I do some of my best reading there (at the US 52 and Norfolk Southern railroad crossing)
- e) What will be happening at the I-65 and SR 43 Interchange that will cost so much?
- f) There are a lot of trucks on the Interstate.
- g) In exhibit seven, why did INDOT suspend the projects on SR 25 at Beck Lane and old US 231?

### ***June 23, 2003: Administrative Committee meeting***

The Committee review and approved the local and INDOT priorities. No comments or questions were received from the general public.

### ***July 16, 2003: Technical Transportation Committee meeting***

The Committee reviewed the draft document and recommended approval. No comments or questions were received from the general public.

### ***July 22, 2003: Citizens Participation Committee meeting***

The draft TIP was presented. Questions and comments:

- a) Will there be a connection to on of the projects (Lafayette's linear park pilot project) and will it dead end at 9<sup>th</sup> Street.
- b) Can CR 350S be straightened out at new US 231?
- c) Is CR 550S going to be SR 25?
- d) There are no standards regarding the distance between the curb and sidewalk.
- e) Will any of the new projects have street trees?
- f) If any trees are removed due to a project, then they should be replaced.
- g) Will the shoulder on South River Road be marked for bicyclists?
- h) Could a pedestrian path or jogging trail be built to the Purdue Golf Course?
- i) Can this citizens group propose the trail project?

- j) What will the State be doing at the CR 500W intersection improvements?
- k) State Road 43 is a dangerous road and needs to be widened to four lanes.
- l) How does the State route SR 25 through town?
- m) It would be easier to route 25 on US 52.
- n) Traffic wanting to go to Purdue University is directed to take the SR 25 exit off of the interstate. But after motorists get off, there are not signs telling you where to go.
- o) Where would the proposed new US 231 interchange be?
- p) An interchange for I-65 needs to be built at Union Street. Union Street would be a direct route to campus.
- q) Why are improvements to SR 26 from I-65 to US 52 not listed?
- r) The signal timing on SR 26 is not working and it appears that the post office has priority.
- s) Do consultants ever come back and give their findings after the project is final?
- t) Motorists will probably not use McCarty as a by-pass. Park East Boulevard would be a better one if built.
- u) Can exit ramps be built at the McCarty Lane Bridge?
- v) Grass medians should have been added to US 231 south of the River.
- w) What are the major gateways to the Campus?
- x) Will SR 43 continue to be a gateway?
- y) Can SR 43 connect to US 52?
- z) There is no direct connection from SR 43 to the Campus.
- aa) Since River Road will be a scenic by-way, you might not want to have more traffic on it.
- bb) If State Street becomes part of the Purdue Campus, how would that effect hilltop to hilltop traffic?
- cc) The map shows the McCormick project incorrectly. There are two numbers reversed.
- dd) What is the TIP dead line?
- ee) US 52 would be utilized more if the speed limit were increased.
- ff) When do they determine when to put in a left hand turn signal?
- gg) Complemented the staffs work.

***August 15, 2003: Administrative Committee meeting***

The Committee reviewed the draft document and recommended approval. No comments or questions were received from the general public.

***August 20, 2003: Area Plan Commission meeting***

The draft document was presented. The Commission adopted the document by Resolution T-03-4. There were no comments or questions from the general public.

## Planning Support for TIP Projects

The following two tables document the planning support for both local and State Projects. Each list provides a project description or code number and the document and page number where the planning support can be found.

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
<b>Farabee – Kossuth</b> (SR 26 to Kossuth St)	Road Reconstruction & Widening		TP, TFP-15, FY '03 TIP
<b>South 9<sup>th</sup> Street</b> (Twyckenham to CR 300S)	Road Reconstruction & Widening		TP, TFP-15, FY '03 TIP
<b>South 9<sup>th</sup> Street</b> (CR 300S to CR 350S)	Road Reconstruction & Widening		TP, TFP-15, FY '03 TIP
<b>Brady Lane</b> (S.18 <sup>th</sup> to US 52)	Road Reconstruction & Widening		TP, TFP-15, FY '03 TIP
<b>Greenbush Street</b> (US 52 to Creasy Lane)	Road Reconstruction & Widening		TP, TFP-15, FY '03 TIP
<b>Linear Park Pilot Project</b> (Along NS rail corridor)	New Trail Construction		Lafayette Park Board, FY '03 TIP
<b>Tapawingo North</b> (Howard to Tapawingo Dr.)	New Road Construction		TP, TFP-15, FY '03 TIP
<b>Tapawingo Extension</b> (S. River Rd to SR 26)	New Road Construction	0200099	TP, FY '99 TIP, FY '03 TIP
<b>Kalberer Road</b> (Salisbury - Soldiers Home)	Road Reconstruction & Widening	0101173	TP, TFP-14, FY '03 TIP
<b>McCarty Lane</b> (CR 550E to SR 26)	New Road Construction		TP, TFP-14, FY '03 TIP
<b>CR 100W / 140W</b> (CR 350N to CR 500N)	Road Realignment		County Resurfacing Plan
<b>CR 200N</b> (CR 500E to CR 600E)	Road Reconstruction		County Resurfacing Plan, FY '03 TIP
<b>Cumberland Rd. Extension</b> (CR 250W to existing road)	New Road Construction		TP, FY '03 TIP
<b>CR 550E</b> (SR 26 to McCarty Lane)	Road Reconstruction		TP
<b>Lilly Road Bridge</b> (#U0209)	Replace Bridge	0100365	County Bridge Program, FY '03 TIP
<b>McCormick Road</b> (Cherry Lane to Lindberg)	Road Reconstruction		County Resurfacing Plan
<b>CR 900E Bridge</b> (North Fork Wildcat Creek)	Bridge Rehabilitation	0201093	County Bridge Program
<b>CR 650N</b> (CR 75E to SR 43)	Road Reconstruction & Resurfacing		County Resurfacing Plan
<b>South River Road</b> (CR 500W to CR 300W)	Road Widening & Resurfacing		County Resurfacing Plan & Bike Ped. Plan
<b>CR 625E – NS RR Xing</b> (AAR# 484278P)	Upgrade Active Devices		F/D, FY '03 TIP
<b>CityBus</b>	Operating Assistance & Capital Assistance		TDP, FY '03 TIP
<b>CityBus &amp; Imagination Station</b>	Enhancement Grant Exhibit		FY '03 TIP

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LOCATION	PROJECT TYPE	PROJECT or DES NO.	SUPPORTING DOCUMENTATION
Purdue University Airport	Apron Pavement Rehab Snow Removal Equip. Ramp Reconstruction Radar Acquisition GA Taxiways & Hanger Engineering for new Terminal		AMP
AMP-Airport Master Plan Bic./Ped. Plan – Bicycle & Pedestrian Plan F/D – Federal Aid Crossing Questionnaire, Diagnostic Review TDP – Transit Development Plan TFP – Thoroughfare Plan TIP – Transportation Improvement Program TP – 2025 Transportation Plan			

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## INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>SR 25</b> Hoosier Heartland Corridor	New Road Construction	9802920	TP, FY '03TIP, INSTIP & INTP - #466
<b>SR 25</b> CR 575W, 400S, 500W	Intersection Improvements	0101064	District Review, FY '03 TIP
<b>SR 25</b> 3.77 Mi. N of SR 225	Small Structure Replacement	0200004	District Review
<b>SR 26</b> I-65 to .3 Mi E of CR 550E	Added Travel Lanes	9134885	TP, FY '03TIP, INSTIP & INTP #89
<b>SR 26</b> At CR 300W & CR 500W	Sight Distance Correction	9801040	FY '03TIP, INSTIP
<b>SR 26</b> 1.12 to 4.71 Mi east of I-65	Added Travel Lanes	0012950	TP, FY '03TIP, INSTIP & INTP #475
<b>SR 26</b> CR 200N, 400W, Jackson	Intersection Improvement	0100427	District Review
<b>SR 28</b> 1.76 Mi east of SR 25	Small Structure Replacement	9608850	FY '03 TIP, INSTIP
<b>SR 38</b> At CR 900E	Intersection Improvement	9608690	FY '03 TIP, INSTIP
<b>SR 38</b> .45 to 1.17 Mi east of I-65	Road Replacement	9802490	FY '03 TIP, INSTIP
<b>SR 43</b> .2 to 1.17 Mi north of I-65	Sight Distance Improvement	8572190	TP, FY '03 TIP, INSTIP & INTP #106 & 93
<b>SR 43</b> 3.28 Mi north of SR 26	Small Structure Replacement	9608780	FY '03 TIP, INSTIP
<b>SR 43</b> SR 225 to SR 18	Added Travel Lanes	0012940	TP, FY '02 TIP, INSTIP & INTP #107
<b>US 52</b> Norfolk Southern Xing	Grade Separation	9900510	FY '03 TIP, INSTIP
<b>US 52</b> At Hunter Road	Additional Left Turn Lane	0201175	CPC Hot Spot List
<b>I-65</b> At SR 26	Interchange Modification	9802780	TP, FY '03 TIP, INSTIP & INTP #94
<b>I-65</b> Bridge over Wabash River	Bridge Rehabilitation	0012660	District Review, FY '03 TIP & INSTIP
<b>I-65</b> N of SR 26 to N of SR 25	Interstate Rehabilitation	0066610	District Review, FY '03 TIP & INSTIP
<b>I-65</b> Bridge over Lauramie Creek	Bridge Rehabilitation	0100293	District Review, FY '03 TIP & INSTIP
<b>I-65</b> Bridge over NS Railroad and SR 38	Bridge Rehabilitation	0100308	District Review, FY '03 TIP & INSTIP
<b>I-65</b> Bridge over SR 26	Bridge Rehabilitation	0100309	District Review, FY '03 TIP & INSTIP
<b>I-65</b> Wabash R. - 2.5 Mi N SR43	Interstate Resurfacing	0201019	District Review
<b>US 231</b> .5 Mi N Wabash R. to SR 26	New Road Construction	9700830	TP, FY '03 TIP, INSTIP, Purdue U. Plan & INTP #100

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LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>US 231</b> 4.88 Mi north of SR 28	Small Structure Replacement	9801740	FY '03 TIP, INSTIP
<b>US 231</b> 3 Mi S of SR 25 to SR 25	New Guard Rail Attenuators	0201188	District Review, FY '03 TIP
<b>US 231</b> At Stadium Avenue	Signal New or Modernized	0300175	District Review
<b>US 231</b> SR 26 to US 52	New Road Construction	0300431	TP, FY '03 TIP, INTP #465
<b>Museums at Prophetstown</b> Museums Campus	Trail & 12 acre restoration	9981310	Enhancement Grant
<b>Wabash Heritage Trail Ext.</b> Through Prophetstown	New Trail Construction	0101297	Enhancement Grant
<b>Museums at Prophetstown</b> Eagle Wing Center	Facility Construction	0200981	Enhancement Grant

INSTIP – Indiana DOT TIP  
 TF – Thoroughfare Plan  
 TIP – Transportation Improvement Program  
 TP – 2025 Transportation Plan  
 INTP – INDOT's Long Range Plan

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April 16, 2003  
Reference Number: 03 – 219

## **PUBLIC NOTICE**

The Staff of the Area Plan Commission is developing the Fiscal Year 2004 Transportation Improvement Program (TIP) for the Greater Lafayette Area. In compliance with the Transportation Efficiency Act into the 21<sup>st</sup> Century (TEA 21), this publication is intended to notify the general public that a TIP is being developed and to provide an opportunity for comments or questions concerning its development.

The TIP is a document that lists all local and State transportation projects proposed for Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, CityBus, the Purdue University Airport and INDOT. At this time APC Staff is compiling those lists.

Since the Greater Lafayette Area only receives a small portion of federal funds, those projects for which federal funds are being requested must be prioritized. It is the responsibility of the Technical Transportation Committee to do this. A second notice will be posted confirming the date and time when the Committee will review and prioritize projects.

The TIP development process, project lists, and prioritization will also be discussed at the Citizens Participation Committee, 2:00 p.m., Tuesday, May 27, in the Wabash Room at the Tippecanoe County Office Building.

After project prioritizing, Staff will develop a draft document. It will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another notice will be posted with the dates and times of the Administrative Committee and Area Plan Commission meetings. All meetings are open to the public.

All documentation and project lists can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242  
Fax: (765) 423-9154

May 5, 2003  
Reference Number: 03 - 243

## **PUBLIC NOTICE**

Staff of the Area Plan Commission is currently developing the Fiscal Year 2004 Transportation Improvement Program (TIP) for the Greater Lafayette Area. In compliance with the Transportation Efficiency Act into the 21<sup>st</sup> Century (TEA 21), this second notice is intended to provide an opportunity for the general public to express concerns or comments related to transportation projects being proposed and their priority.

Since the previous notice, all local government agencies and INDOT have submitted their proposed projects. These projects have been summarized into a list of locally initiated projects and a list of INDOT projects. Due to a limited amount of federal funding, those projects which federal funds are being requested will be prioritized. This process will be done by the Technical Transportation Committee during its May meeting scheduled for May 21, 2003, at 2:00 p.m. in the West Lafayette City Hall.

All project lists are available for inspection at the offices of the Area Plan Commission. If you have any comments or questions pertaining to the Transportation Improvement Program, the prioritization process, or would like a copy of the project lists, please contact:

Doug Poad  
Transportation Planner  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901

(765) 423-9242  
Fax (765) 423-9154

August 5, 2003  
Ref. No.: 03 - 473

## **PUBLIC NOTICE**

On Wednesday, August 20, 2003, at 7:00 p.m., the Area Plan Commission of Tippecanoe County (APC), acting as the Metropolitan Planning Organization for the Greater Lafayette Area, will discuss and hear comments relevant to adoption of the Fiscal Year 2004 Transportation Improvement Program (TIP). The APC meets in the Tippecanoe Room in the Tippecanoe County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette Indiana.

Copies of the program of projects, project priority lists, and the draft TIP are available for inspection at the offices of the Area Plan Commission, 20 North 3<sup>rd</sup> Street, Lafayette, Indiana. If you have any comments or questions pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901

(765) 423-9242  
Fax (765) 423-9154

NOTICE THAT THE  
FY 2004 TRANSPORTATION IMPROVEMENT PROGRAM  
is BEING DEVELOPED  
for the

GREATER LAFAYETTE AREA TRANSPORTATION and DEVELOPMENT STUDY

Notice is hereby given that the Area Plan Commission of Tippecanoe County is developing the FY 2004 Transportation Improvement Program (TIP). In compliance with the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA 21), this publication notice is intended to notify the general public that a TIP is being developed and to provide an opportunity for any comments or questions concerning its development.

The TIP is a document that lists all local and State transportation projects proposed for Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, CityBus, the Purdue University Airport and INDOT. At this time APC Staff is compiling those lists.

Since the Greater Lafayette Area only receives a small portion of federal transportation funds, those projects for which federal funds are being requested must be prioritized. It is the responsibility of the Greater Lafayette Technical Transportation Committee to do this. A second notice will be published confirming the date and time when the Committee will review and prioritize projects.

The TIP development process, project lists, and prioritization will also be discussed at the Citizens Participation Committee, 2:00 p.m. Tuesday, May 27, in the Wabash Room at the Tippecanoe County Office Building.

After project prioritizing, Staff will develop a draft document. It will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another notice will be published providing the time, date, and location of the Area Plan Commission meeting. All meetings are open to the public. If there are any comments that propose significant changes to the document, an additional public hearing will be held.

The list of projects, and other pertinent documentation can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 N. 3<sup>rd</sup> St., Lafayette Indiana, during normal office hours.

AREA PLAN COMMISSION OF  
TIPPECANOE COUNTY, INDIANA

BY James D. Hawley  
EXECUTIVE DIRECTOR

Date Approved: April 16, 2003

NOTICE of PUBLIC MEETING to REVIEW and PRIORITIZE  
CITY AND COUNTY PROJECTS SEEKING URBAN STP/MG FEDERAL FUNDS and  
INDIANA DEPARTMENT OF TRANSPORTATION PROJECTS for the  
FY 2004 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
GREATER LAFAYETTE AREA TRANSPORTATION and DEVELOPMENT STUDY

Notice is hereby given that the Greater Lafayette Technical Transportation Committee will review, discuss, and prioritize those City and County projects seeking Urban STP/MG federal funds and the Indiana Department of Transportation's federally funded and financially constrained road project list at its May 21, 2003 meeting, at 2:00 p.m. in the West Lafayette City Hall.

A list of all City, County and the Indiana Department of Transportation projects and other pertinent documentation can be viewed in the offices of the Area Plan Commission of Tippecanoe County at 20 N. 3<sup>rd</sup> Street, Lafayette, Indiana, during normal office hours.

Instead of speaking at the public meetings, written suggestions or objections to the provisions of said proposal may be filed with the Executive Director of the Area Plan Commission at or before such meetings at the time and place designated. Said meetings may be continued from time to time as necessary.

AREA PLAN COMMISSION OF  
TIPPECANOE COUNTY, INDIANA

BY James D. Hawley  
EXECUTIVE DIRECTOR

Date Approved: April 30, 2003

NOTICE of PUBLIC MEETING to ADOPT the  
FY 2004 TRANSPORTATION IMPROVEMENT PROGRAM  
and AIR QUALITY ASSURANCE

for the  
GREATER LAFAYETTE AREA TRANSPORTATION DEVELOPMENT STUDY

Notice is hereby given that the Area Plan Commission of Tippecanoe County, acting as the Greater Lafayette Area Metropolitan Planning Organization, will discuss and hear comments prior to considering adoption of the Fiscal Year 2004 Transportation Improvement Program (TIP) on August 20, 2003, at 7:00 p.m. in the County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette, Indiana.

A staff report, program of projects, priority lists, draft TIP and other pertinent documentation can be viewed at the offices of the Area Plan Commission at 20 North 3<sup>rd</sup> Street, Lafayette, Indiana during normal office hours.

Instead of speaking at the public meetings, written suggestions or objections to the provisions of said proposal may be filed with the Executive Director of the Area Plan Commission at or before such meetings at the time, and place designated. Said meetings may be continued from time to time as necessary.

AREA PLAN COMMISSION OF  
TIPPECANOE COUNTY, INDIANA

BY James D. Hawley  
EXECUTIVE DIRECTOR

Date Approved: July 29, 2003

THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765)423-9242  
(765)423-9154 [FAX]

JAMES D. HAWLEY, AICP  
EXECUTIVE DIRECTOR

April 4, 2003  
Ref. No. 03 - 181

Cliff Hall, Owner  
Hall Cliff Transportation  
P.O. Box 747  
Lafayette, IN 47902

Dear Mr. Hall:

Currently the Staff of the Area Plan Commission of Tippecanoe County is developing the FY 2004 Transportation Improvement Program (TIP) for the Greater Lafayette Area. In accordance with the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA 21), this letter is intended to provide an opportunity for questions, comments or concerns that you may have regarding development of this document.

As in previous TIPs, the document lists all local and state transportation projects proposed for Tippecanoe County over the next five years. This includes projects requesting federal funding, projects that are consistent with the 2025 Transportation Plan, and other significant regional projects. We are currently assembling the project lists and will be mailed to you when completed.

Since the Greater Lafayette Area only receives a small portion of federal funds, those projects for which federal funds are being requested must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. You will be sent a letter confirming the date and time when the Committee will review and prioritize projects.

The TIP development process, projects and project prioritization will be discussed at the next Citizens Participation Committee at 2:00 p.m. on Tuesday, May 27, in the Wabash Room at the Tippecanoe County Office Building.

After project prioritizing, Staff will develop a draft document. It will contain project priority lists, and financial capacity documentation for local road projects as well as for the CityBus (GLPTC). Several summaries will be included: public and private participation; status of projects that were

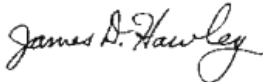
programmed in the FY 2003 TIP; and comments and questions from the general public.

When complete, the draft document will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. You will be notified of the dates and times of the Area Plan Commission meeting. All meetings are open to the public, and you are more than welcome to attend.

If you have questions or comments pertaining to development of the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242,  
Fax: (765) 423-9154

Sincerely,

A handwritten signature in cursive script that reads "James D. Hawley".

James D. Hawley  
Executive Director

THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765)423-9242  
(765)423-9154 [FAX]

JAMES D. HAWLEY, AICP  
EXECUTIVE DIRECTOR

May 5, 2003  
Ref. No. 03 - 240

Tom McCrory  
Roadway Express  
1941 E North St.  
Kokomo, IN 46901

Dear Mr. McCrory:

As part of our continuing public/private participation out reach, we are sending you this second letter in regards to developing the Fiscal Year 2004 Transportation Improvement Program (TIP). Once again we are inviting you to ask questions and provide us your comments or concerns that you may have regarding development of the document.

In our April 4<sup>th</sup> letter, we stated that we would be sending you the list of local and State projects in the Greater Lafayette area for your review. Enclosed you will find both lists. We also wanted to make you aware that a key decision will be made soon.

You will find on both lists that we have included information for each project. This includes project location, type of improvement, fiscal year anticipated for construction to begin, and total cost. We have also included the type and amount of federal funds requested for all local projects.

Since the Greater Lafayette Area only receives a small portion of federal funds, those projects which federal funds are being requested must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. The TTC will review and prioritize submitted projects on May 21, 2003 at 2:00 pm in the West Lafayette City Hall. You are more than welcome to attend.

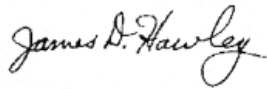
Currently we are drafting the document that will contain all proposed projects. It will also contain project priority lists, and financial capacity documentation for local road projects as well as for the CityBus. Several summaries will be included: public and private participation; status of projects that were programmed in the FY 2003 TIP; and comments and questions from the general public.

If you have any questions or comments pertaining to the TIP development, please direct them to:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901

(765) 423-9242  
Fax: (765) 423-9154

Sincerely,

A handwritten signature in cursive script that reads "James D. Hawley".

James D. Hawley  
Executive Director

enclosures

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765)423-9242  
(765)423-9154 [FAX]

JAMES D. HAWLEY, AICP  
EXECUTIVE DIRECTOR

August 4, 2003  
Ref. No. 03 - 470

Connie Sorensen, President  
Eagle Hauling & Conveying  
P.O. Box 244  
Dayton, IN 47941

Dear Ms. Sorensen:

Progress continues toward completing the Fiscal Year 2004 Transportation Improvement Program (TIP) for the Greater Lafayette Area. Several important decisions have been made and we would like to provide you a status report.

On April 16, 2003, the Technical Transportation Committee reviewed both local and INDOT road projects and recommended priorities. The priorities were then reviewed and approved by the Administrative Committee on June 16, 2003. Staff completed the draft document shortly thereafter and it was presented to the Technical Transportation Committee on July 16, 2003. The Committee recommended its adoption.

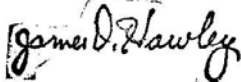
The TIP will be presented and heard by the Area Plan Commission at 7:00 p.m. on August 20, 2003 in the Tippecanoe Room in the County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette, Indiana. The meeting is open to the public, and you are more than welcome to attend. There will be an opportunity for public comment.

If you have any questions, comments or would like a copy of the draft document, please direct them to:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901

(765) 423-9242, or Fax: (765) 423-9154

Sincerely,



James D. Hawley  
Executive Director

**CITIZENS PARTICIPATION COMMITTEE  
NOTICE OF MEETING**

DATE ..... **May 27, 2003**  
TIME ..... **2:00 p.m.**  
PLACE ..... **Grand Prairie Room,**  
County Office Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN

**A G E N D A**

- I. APPROVAL OF THE MINUTES FROM THE APRIL 1, 2003 MEETING
- II. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTATIVES:
  - 2000 Vehicle Crash Report*
  - Local Area Project "Hot Spot List"*
- III. PROGRAM:
  - Transportation Projects – What will be happening in the next five years?*  
*Doug Poad, Senior Planner - Transportation*
  - New Traffic Signal on US 52 – Your Thoughts and Comments*  
*Doug Poad, Senior Planner - Transportation*
- IV. QUESTIONS, COMMENTS, OR SUGGESTIONS
- V. ADJOURNMENT

The next meeting will be July 22, 2003.

**CITIZENS PARTICIPATION COMMITTEE  
NOTICE OF MEETING**

DATE ..... **July 22<sup>nd</sup>, 2003**  
TIME ..... 2:00 p.m.  
PLACE ..... **Grand Prairie Room,**  
County Office Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901

**A G E N D A**

- I. APPROVAL OF THE MINUTES FROM THE MAY 27<sup>TH</sup>, 2003 MEETING
- II. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTATIVES:
  - Transportation Projects – What Will be Happening in the Next Five Years?
  - New Traffic Signal on US 52 – Your Thoughts and Comments
- III. PROGRAM:
  - Fiscal Year 2004 Transportation Improvement Program*  
Doug Poad, Senior Planner – Transportation
  - Crash Evaluation for US 52 Between Teal Road and SR 28/Main Street*  
Brian Weber, Transportation Planner
- IV. QUESTIONS, COMMENTS, OR SUGGESTIONS
- V. ADJOURNMENT

The next meeting will be September 23<sup>rd</sup>, 2003.

**GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY**

**TECHNICAL TRANSPORTATION COMMITTEE**

**MEETING MINUTES**

**July 16, 2003**

**MEMBERS PRESENT:**

Jon Fricker, Chairman	(JTRP)
James Hawley, Secretary	(APC)
Betty Stansbury	(Purdue Airport Director)
Bruce Conrad	(INDOT - Crawfordsville)
John Connell	(GLPTC)
Opal Kuhl	(Lafayette City Engineer)
Lt. Jeannette Bennett	(Lafayette Police Department)
Dep. Chief Leroux	(West Lafayette Police Department)
Capt. Walker	(Tippecanoe County Sheriff Department)

**ALSO PRESENT:**

Brian Weber	(APC Staff)
Doug Poad	(APC Staff)
Margy Deverall	(APC Staff)
Dana Smith	(Chamber of Commerce)
Dave Whitworth	(INDOT-Crawfordsville)
Jim Klausmeier	(Consultant)
Jennifer Pyrz	(Consultant)
Roger Fine	(John Fisher & Associates)
Joe Bumbleburg	(Attorney)
Paul Coutts	(C & S Engineering)
Steve Hardesty	(Hawkins Environmental)
Tom Van Horn	(Lafayette Redevelopment)
Sue Scott	(TV 18)
Beth Hlavek	(Journal & Courier)

The meeting was called the to order by Chairman Jon Fricker at 2:00 pm.

## **1. MINUTES**

Motion was made by Opal Kuhl; seconded by Chris Leroux to approve the June 18, 2003 minutes as submitted. Motion was approved.

It was noted that it could impact SR 38/US 52 intersection, but the location on US 52 for a signal meets warrants for traffic interruption.

Opal indicated that she was ok with a signalized crossover if all recommendations on all roads are made on Teal Road and US 52.

Opal questioned whose responsibility would it be.

Bruce Conrad indicated that upgrade would be done when it was necessary.

Opal made a motion to approve the plan as viable to improve traffic and agreed with the list of recommended improvements proposed for the area; seconded by Jeannette Bennett and approved.

## **3. FY 2004 TIP**

Doug Poad stated that the Draft FY 2004 TIP was ready. Prioritization was previously completed by the Technical Transportation Committee, the CPC and would go to the Administrative Committee and before the Area Plan Commission in August for approval. He requested a recommendation for approval of the FY 2004 Draft TIP.

Motion was made by John Connell, seconded by Opal Kuhl and approved.

## **4. Study Progress**

Brian Weber provided copies of a crash report to the committee on US 52 between Teal Road and SR 38.

Brian provided US 52 corridor analysis from Greenbush Street to Brady Lane and passed it out to the committee. He indicated that the 2002 traffic count maps were available and hoped that it would be on the web once we were able to clear up a few technical difficulties with MITS.

Brian indicated that next month he would have a report along Teal Road.

#### **NEXT MEETING**

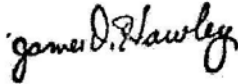
The next meeting of the Committee is scheduled for **August 20, 2003**, at 2:00 PM at West Lafayette City Hall.

Dana Smith indicated there was a new Hoosier Heartland Industrial Corridor map and that the engineering company for the design from Lafayette to 421 would be Butler-Fairman, Seyfert.

#### **ADJOURNMENT**

Motion to adjourn was made by Chris Leroux, seconded by Opal Kuhl.  
Meeting adjourned at 3:35.

Respectfully submitted,

A handwritten signature in cursive script that reads "James D. Hawley".

James D. Hawley  
Secretary

JDH/ikt

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**T-03-7**  
**Indiana Department of Transportation**  
**Fiscal Year 2003 and Fiscal Year 2004 TIP Amendments**

**Staff Report**  
**December 10, 2003**

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Resolution T-03-7

RESOLUTION TO AMEND THE FY 2003 AND FY 2004  
TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) is designated as the Metropolitan Planning Organization responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Indiana Department of Transportation has requested amendments to the FY 2003 and FY 2004 Transportation Improvement Programs as follows:

Project	Federal Share	Local Share	Total Cost
<i>Fiscal Year 2003 Transportation Improvement Program</i>			
SR 28, Des No. 0200561 Road Resurfacing, .03 Mi E of US 41 to SR 25, 2003 construction letting	\$1,200,000	\$300,000	\$1,500,000
I-65, Des No. 0201019 Interstate Resurfacing, Wabash River to 2.5 Mi N of SR 43, 2003 construction letting	\$2,528,000	\$632,000	\$3,161,000

*Fiscal Year 2004 Transportation Improvement Program*

SR 26, Des No. 0201252 Intersection Improvement, Tippecanoe/Warren County Line, Construction in 2004	\$13,600	\$3,400	\$17,000
SR 28, Des No. 0200561 Road Resurfacing, .03 Mi E of US 41 to SR 25, Construction in 2004	\$1,200,000	\$300,000	\$1,500,000
US 52, Des No. 0201210 Bridge Rehabilitation, EB bridge over CSX Railroad, Construction in 2006	\$504,000	\$126,000	\$630,000
US 52, Des No. 0201211 Bridge Rehabilitation, WB bridge over CSX Railroad, Construction in 2006	\$504,000	\$126,000	\$640,000
US 52, Des No. 0300168 Traffic Maintenance, at Wabash National, Construction in 2004	\$32,000	\$8,000	\$40,000
US 52, Des No. 0300170 Traffic Maintenance, at SR 38, Construction in 2004	\$40,000	\$10,000	\$50,000
US 231, Des No. 0300171 Traffic Maintenance, at Purdue Pedestrian Crossing, Construction in 2004	\$6,000	\$1,500	\$7,500

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Harrison Bridge, Des No. 0300806	\$480,000	\$120,000	\$600,000
Bridge Painting, Bridge over Wabash River, Construction in 2004			

I-65, Des No. 0300233, 0300234	\$296,000	\$74,000	\$370,000
0300235, 0300236, 0200237			
Interchange Modification, at SR 26, Construction in 2007			

I-65, Des No. 0012660	\$261,000	\$29,000	\$290,000
Bridge Rehabilitation, Wabash River Bridge, Preliminary Engineering in 2004			

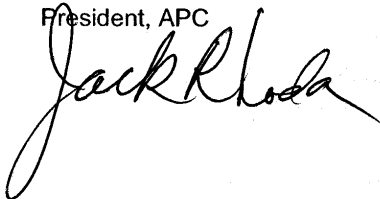
WHEREAS, the Technical Transportation Committee reviewed these requests at its November 19, 2003 meeting and recommended their inclusion in the FY 2003 and FY 2004 Transportation Improvement Programs, and

WHEREAS, the Administrative Committee reviewed these requests at its December 8, 2003 meeting and recommended their inclusion in the FY 2003 and FY 2004 Transportation Improvement Programs.

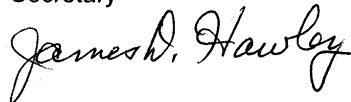
NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2003 and FY 2004 Transportation Improvement Programs for Tippecanoe County.

ADOPTED on Wednesday, the 17<sup>th</sup> of December 2003.

President, APC



Secretary



**FY 2003 & FY 2004 TIP Amendments**  
**Requested by INDOT****Staff Report**  
**December 10, 2003**

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**Background and Request**

The Indiana Department of Transportation has requested several amendments to the FY 2003 and FY 2004 Transportation Improvement Programs (TIP). The requests include programming two projects in the FY 2003 TIP and thirteen new projects, including the preliminary engineering for an already programmed project, in the FY 2004 TIP.

**1) FY 2003 TIP**

The State DOT anticipates letting for construction two resurfacing projects this month. One is on SR 28, beginning just east of US 41 and ending at SR 25. The other is on I-65 from the Wabash River to two and a half miles north of SR 43. Specific project details are listed in the following attachment.

Both projects are not programmed in INDOT's TIP, or INSTIP. Since the FY 2004 INSTIP has not yet been approved by the Federal Highway Administration, INDOT must amend the projects into the FY 2003 INSTIP. Thus INDOT has requested the two projects be amended into our FY 2003 TIP. Projects that will be using federal funds must be in an approved local TIP before they can be added to the INSTIP.

**2) FY 2004 TIP**

The second request is to program thirteen new projects and the federal and state funds for the preliminary engineering phase of an already programmed project in the FY 2004 TIP. Of the thirteen new projects, eight are new independent projects. They include one on SR 26, intersection improvement; one on US 52, road resurfacing; four on US 52, two bridge rehabilitation and two traffic maintenance; one on US 231, traffic maintenance; and painting the Harrison Bridge over the Wabash River. The other five new projects are sub-projects of the interchange modification project on I-65 at SR 26. INDOT will now be using a combination of federal and state funds to develop the preliminary engineering of the I-65 Wabash River Bridge rehabilitation project. Thus they have requested this to be programmed in the TIP.

Details for each project are in the following attachment. At this time INDOT does not know if the projects will be funded solely with State funds or a combination of Federal and State funds. The projects will be shown as being funded as a combination of the two funding sources.

The Technical Transportation Committee reviewed these requests at its November 19, 2003 meeting and recommended that the projects be amended into the FY 2003 and FY 2004 Transportation Improvement Programs.

The Administrative Committee reviewed these requests at its December 8, 2003 meeting and recommended that the projects be amended into the FY 2003 and FY 2004 Transportation Improvement Programs.

**Staff Recommendation:**

Approval of these amendments to the FY 2003 and FY 2004 Transportation Improvement Programs by adopting Resolution T-03-7, attached.

## Projects to be amended into the FY 2003 TIP

Location & Description	PH	Federal Funds	State Funds	Total Cost	Anticipated Year				
					'03	'04	'05	'06	'07
1. <b>SR 28, Des # 0200561</b> .03 Mi E of US 41 to SR 25 Resurfacing	PE RE CN	1,200	300	1,500	x				
2. <b>I-65, Des # 0201019</b> Wabash River to 2.5 Mi N of SR43 Interstate Resurfacing	PE RW CN	2,528	632	3,161	x				

Dollar amounts are shown in thousands.

## Projects to be amended into the FY 2004 TIP

Location & Description	PH	Federal Funds	State Funds	Total Cost	Anticipated Year				
					'04	'05	'06	'07	'08
1. <b>SR 26, Des # 0201252</b> Tippecanoe/Warren County Line Intersection Improvement	PE RW CN	13.6	3.4	17	X				
2. <b>SR 28, Des # 0200561</b> .03 Mi E of US 41 to SR 25 Resurfacing	PE RE CN	1,200	300	1,500	X				
3. <b>US 52, Des # 0201210</b> EB bridge over CSX RR Bridge Rehabilitation	PE RW CN	504	126	630			x		
4. <b>US 52, Des # 0201211</b> WB bridge over CSX RR Bridge Rehabilitation	PE RW CN	504	126	630			x		
5. <b>US 52, Des # 0300168</b> at Wabash National Traffic Maintenance	PE RW CN	32	8	40	x				
6. <b>US 52, Des # 0300170</b> at SR 38 Traffic Maintenance	PE RW CN	40	10	50	x				
7. <b>US 231, Des # 0300171</b> at Purdue Pedestrian Crossing Traffic Maintenance	PE RW CN	6	1.5	7.5	x				

Location & Description	PH	Federal	State	Total	Anticipated Year				
					'04	'05	'06	'07	'08
8. <b>Harrison Bridge, Des # 0300806</b>	PE								
Bridge over Wabash River	RW								
Bridge Painting	CN	480	120	600	x				
9. <b>I-65, Des # 0300233, 0300234, 0300235, 0300236, 0300237</b>	PE								
at SR 26	RW								
Interchange Modification	CN	296	74	370				x	
10. <b>I-65, Des # 0012660</b>	PE	261	29	290	x				
Wabash River Bridge	RW								
Bridge Rehabilitation	CN	4,680	520	5,200	x				

Dollar amounts are shown in thousands.

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**T-04-1**  
**HES Projects - Enhancement Project**  
**FY 2004 TIP Amendment**

**Staff Report**  
**February 12, 2004**

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RESOLUTION TO AMEND THE FY 2004  
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) is designated the Metropolitan Planning Organization responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, Staff of the Area Plan Commission, the City of Lafayette and the Tippecanoe County Highway Department requested amendments to the FY 2004 Transportation Improvement Program as follows:

Project	Federal Share	Local Share	Total Cost
<i>Exhibit One</i>			
CR 500N at CR 900E	\$16,329	\$0	\$16,329
<i>Exhibit Three</i>			
S. 18 <sup>th</sup> and Kossuth Street	\$586,000	\$0	\$586,000
Tyler Road	\$445,996	\$0	\$445,996
Lafayette Linear Park, Phase II	\$860,378	\$215,094	\$1,075,472


WHEREAS, the Technical Transportation Committee reviewed these requests at its January 21, 2004 meeting and recommended their inclusion in the FY 2004 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed these requests at its February 9, 2004 meeting and recommended their inclusion in the FY 2004 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2004 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 18<sup>th</sup> of February, 2004.

  
President, APC

  
Secretary

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T-04-1  
**FY 2004 TIP Amendment**  
**HES Projects – Enhancement Project**

**Staff Report**  
**February 12, 2004**

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## **Background and Request**

The Staff of the Area Plan Commission, the City of Lafayette and the Tippecanoe County Highway Department are requesting four amendments to the FY 2004 Transportation Improvement Program (TIP). The amendments include programming three projects for Hazard Elimination and Safety Funds (HES), and increasing the total cost (federal and local dollar amounts) and changing the project termini for the Lafayette Linear Park Pilot Project, Phase II.

- 1) The Tippecanoe County Highway Department is requesting HES funds for safety improvements to CR 500N at CR 900E. Multiple crashes have occurred at this intersection, many of them involving the guardrail. The County proposes to extend the twin steel plate culverts beyond the road's shoulders, earth fill over the top of the extended culverts and then relocate the guardrail. This would then provide a twenty-foot clear zone from the edge of the pavement to the guardrail. The existing stop signs, which are currently 30" tall and of high intensity, will be replaced with primary and supplemental 36" diamond reflective signs. Cost of the project is estimated to be \$16,329. No additional right-of-way is required for this project. The Indiana Department of Transportation has conditionally approved the request.
- 2) APC Staff and the City of Lafayette are requesting HES funds for the South 18<sup>th</sup> and Kossuth Street intersection. From 1998 through 2002, 118 accidents have occurred at this intersection. This project involves many improvements including:
  - Eliminating the eastbound right turning lane that merges into southbound through traffic;
  - Relocating the northbound left and through lanes to the west;
  - Adding left turn lanes for both eastbound and southbound vehicles;
  - Replacing the traffic signals, poles and signal box;
  - Adding pedestrian signals to all four corners;
  - Improving the island at the southwestern corner of the intersection;
  - Widening the turning radius at three corners;
  - Replacing the pavement and sidewalk;
  - Adding sidewalk ramps;
  - Replacing the traffic signal at 16<sup>th</sup> and Kossuth Street; and
  - Adding a left turn lane for southbound traffic turning onto Virginia Street.

Nearly all of the designed improvements are within the existing right-of-way. Additional property is only needed for two radius expansions and the City is currently negotiating

with both property owners. Total estimated cost of the project, including construction engineering, is \$586,000.

- 3) The County Highway Department is requesting HES funds for multiple improvements to Tyler Road between CR 900N and North County Line Road. This portion of Tyler Road is characterized by sharp horizontal curves, short vertical curves and limited recovery areas. The prevailing speeds on the road substantially exceed the posted speeds and the road surface is subject to polishing due to abrasion from braking and tires sliding sideways on the surface in the tight horizontal curves. The proposed improvements include:
- Underpinning one bridge to prevent further undermining of the asphalt approaches;
  - Apply a wedge and level course of hot mix asphalt where required due to the deterioration of the existing road;
  - Culvert extensions and/or gabions to be located within the existing right-of-way and drainage easement at the three locations where there is no shoulder because the culvert is only slightly longer than the existing road;
  - Replace the substandard guardrail;
  - Apply a one and one-half inch overlay of stone matrix asphalt to increase skid resistance; and
  - Add epoxy centerline and edge line pavement markings to increase nighttime delineation of the road.

Total estimated cost of the project is \$445,996.

Because the South 18<sup>th</sup> and Kossuth Street intersection and Tyler Road HES applications have just been submitted to INDOT and FHWA, the projects have not yet been officially approved and will be programmed in Exhibit Three in the TIP. This exhibit lists projects in which federal funds have not yet been approved. When the projects receive approval, the APC Executive Director can then administratively move the projects to Exhibit One. Exhibit One lists the projects where federal funds have been approved.

- 4) The City of Lafayette has resubmitted an application for Transportation Enhancement Funds for its Linear Park Pilot Project, Phase II. The City applied for these funds last year but did not receive them. While the Project is already programmed in Exhibit Three, the resubmittal is slightly different than the one submitted last year. The Project now includes constructing the trail between 9<sup>th</sup> and 18<sup>th</sup> Streets and the construction costs have increased to \$1,075,472. The City is requesting 80%, or \$860,378 in STP Enhancement Funds. This amendment includes updating the project termini, total cost, and both federal and local portions to reflect the resubmittal.

The Technical Transportation Committee reviewed all four amendments at its January 21, 2004 meeting and recommended that the CR 500N at CR 900E project be programmed in Exhibit One, the South 18<sup>th</sup> and Kossuth Street Intersection and Tyler Road projects be programmed in Exhibit Three and the project information listed in the

Lafayette Linear Parks Pilot Project, Phase II in Exhibit Three be updated to reflect the resubmitted application.

The Administrative Committee reviewed all four amendments at its February 9, 2004 meeting and recommended that the CR 500N and CR 900E project be programmed in Exhibit One, the South 18<sup>th</sup> and Kossuth Street Intersection and Tyler Road projects be programmed in Exhibit Three and the project information listed in the Lafayette Linear Parks Pilot Project, Phase II in Exhibit Three be updated to reflect the resubmitted application.

**Staff Recommendation:**

Approval of these amendments to the FY 2004 Transportation Improvement Program by adopting Resolution T-04-1, attached.

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765)423-9242  
(765)423-9154 [FAX]

JAMES D. HAWLEY, AICP  
EXECUTIVE DIRECTOR

March 4, 2004  
Ref. No.: 04 - 94

Carter Keith, Manager  
Programming Section, Room N926  
INDOT  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Attn: Randy Walter

Dear Carter:

On February 18, 2004, the Area Plan Commission of Tippecanoe County amended the FY 2004 Transportation Improvement Program. The amendment included programming the South 18<sup>th</sup> and Kossuth Street and Tyler Road projects into Exhibit Three, for informational purposes only. At that time both projects were not yet approved for the Hazard Elimination and Safety (HES) federal funds.

On February 26, 2004, the HES Committee met, reviewed the projects and approved them. As the MPO Director, I am administratively amending the FY 2004 Transportation Improvement Program moving the South 18<sup>th</sup> and Kossuth Street and Tyler Road projects from Exhibit 3 to Exhibit 1.

Enclosed you will find the corrected TIP pages including the front cover, addendum page, TIP amendment summary page and pages: 14, 15, 16, 17 and 92. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

enclosures

cc Dave Franklin, Federal Highway Administration  
April Schwering, Budget and Fiscal Management Division  
Laura Monk, Budget and Fiscal Management Division  
Bob Rhoades, Program Development  
Dave Whitworth, Crawfordsville District Office

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**T-04-4**  
**Indiana Department of Transportation**  
**Fiscal Year 2004 TIP Amendment**

**Staff Report**  
**July 14, 2004**

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Resolution T-04-4

RESOLUTION TO AMEND THE FY 2004  
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) is designated as the Metropolitan Planning Organization responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Indiana Department of Transportation has requested an amendment to the FY 2004 Transportation Improvement Program as follows:

Project	Federal Share	Local Share	Total Cost
US 52, Des No. 0400598 Bridge Rehabilitation, WB bridge over Wabash River	\$240,000	\$60,000	\$300,000

WHEREAS, the Technical Transportation Committee reviewed the request at its June 16, 2004 meeting and recommended its inclusion in the FY 2004 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its July 8, 2004 meeting and recommended its inclusion in the FY 2004 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2004 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 21<sup>st</sup> of July 2004.

  
President, APC

  
Secretary

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**T-04-4**  
**FY 2004 TIP Amendment**  
**Requested by INDOT**

**Staff Report**  
**July 14, 2004**

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### **Background and Request**

The Indiana Department of Transportation has requested an amendment to the Fiscal Year 2004 Transportation Improvement Program (TIP). The request includes programming the westbound US 52 Bridge rehabilitation project, Designation Number 0400598. The rehabilitation work entails painting the structural members underneath the bridge deck. INDOT estimates the project will cost \$300,000, eighty percent of which will be coming from Federal Surface Transportation Program funds. The project is scheduled to be let for construction this August.

The Technical Transportation Committee reviewed the request at its June 16, 2004 meeting and recommended that the project be amended into the FY 2004 Transportation Improvement Program.

The Administrative Committee reviewed the request at its July 8, 2004 meeting and recommended that the project be amended into the FY 2004 Transportation Improvement Program. The Committee also recommended a letter be sent to the District Director indicating that work be coordinated with both Cities and the Sheriff's Department so that there are no lane restrictions on home football game days.

### **Staff Recommendation:**

Approval of this amendment to the FY 2004 Transportation Improvement Program by adopting Resolution T-04-4, attached.

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765)423-9242  
(765)423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

November 5, 2004  
Ref. No.: 04 - 621

Carter Keith, Manager  
Programming Section  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Attn: Randy Walter

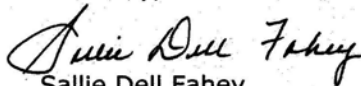
Dear Mr. Keith:

On October 22, 2004, we received a request to amend the Fiscal Year 2004 and 2005 Transportation Improvement Programs. The request included programming both federal and state funds to purchase right-of-way for the US 231 project from 0.5 miles north of the Wabash River to SR 26. The project designation number is 9700830. Total cost is estimated at \$3,150,000. The amount of federal funds requested totals \$2,520,000, and the state match is \$630,000.

Federal and state funds to purchase right-of-way for this project were programmed in the FY 2003 Transportation Improvement Program. Since the amount of federal and state funds in this amendment request are the same as that shown in the older TIP, I am administratively amending both the FY 2004 and 2005 Transportation Improvement Programs.

Enclosed you will find the corrected pages for both TIPs including the front cover, addendum page, TIP amendment summary page and updated pages. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

enclosures

cc Shawn McMahan, Budget and Fiscal Management  
Dave Whitworth, Crawfordsville District Office